

THE ILLUSTRATED LONDON NEWS.



MOTOR SHOW NUMBER

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The Apollinaris spring overlooks the Rhine Valley. From it comes the soft water, naturally aerated, affectionately known as Polly. Apollinaris has the unique quality of bringing out the true flavour of a whisky. Ask for 'Scotch and **POLLY**'



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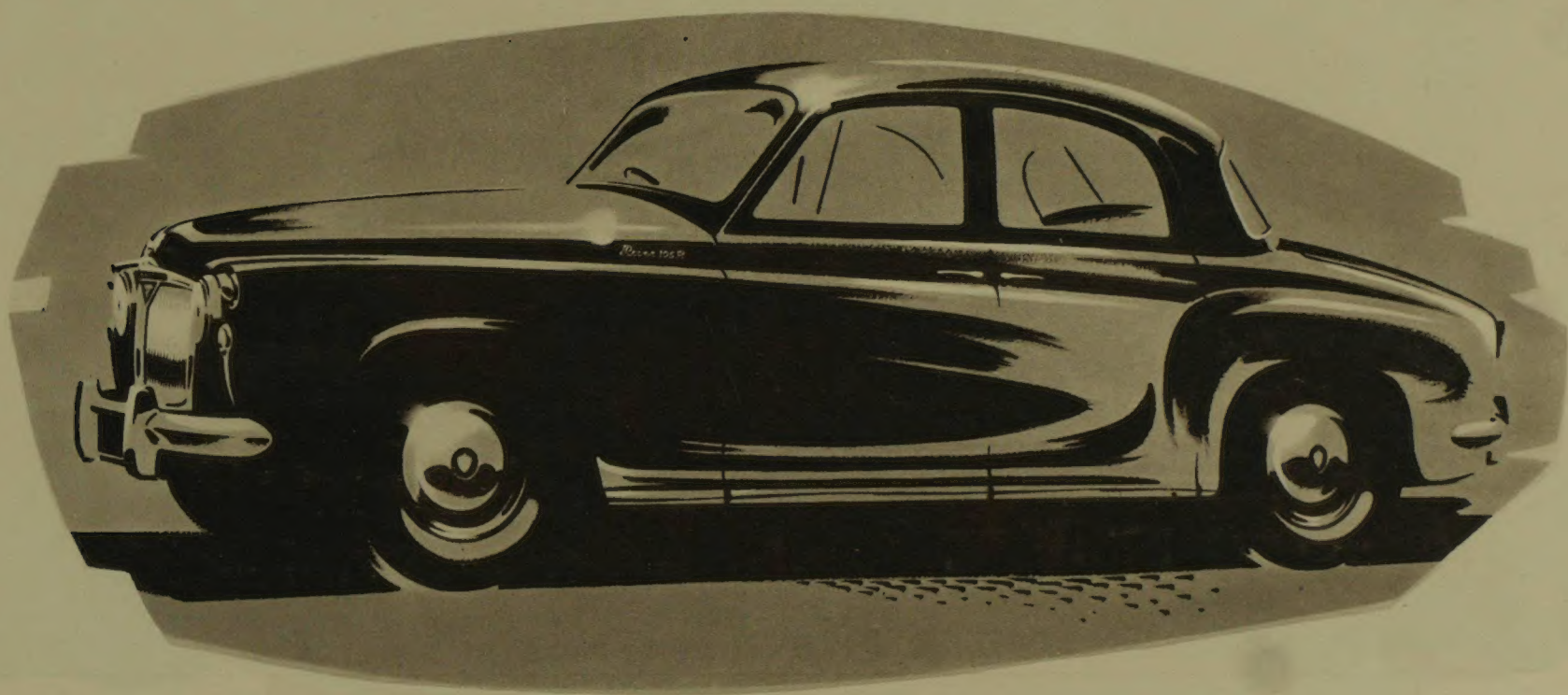
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about the best value for money
going anywhere in the world
today.”

*(from a review of the Rover range in an article
on the British car industry, AUTOCAR, 1957)*



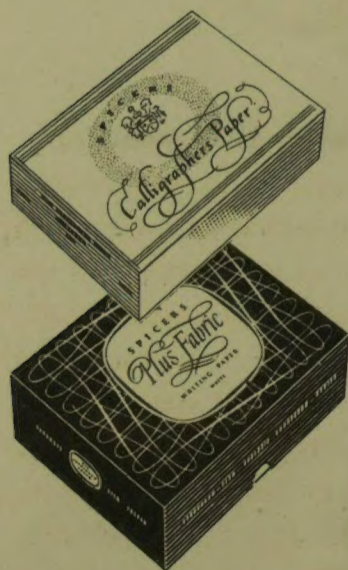
The present successful specifications continue for 1958; including the 105
and 105R (with fully automatic transmission) which became available this year.

ROVER

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THE ROVER RANGE: 2 LITRE : £1325 - 17 - 0 (inc. P.T.); 75: £1445 - 17 - 0 (inc. P.T.);
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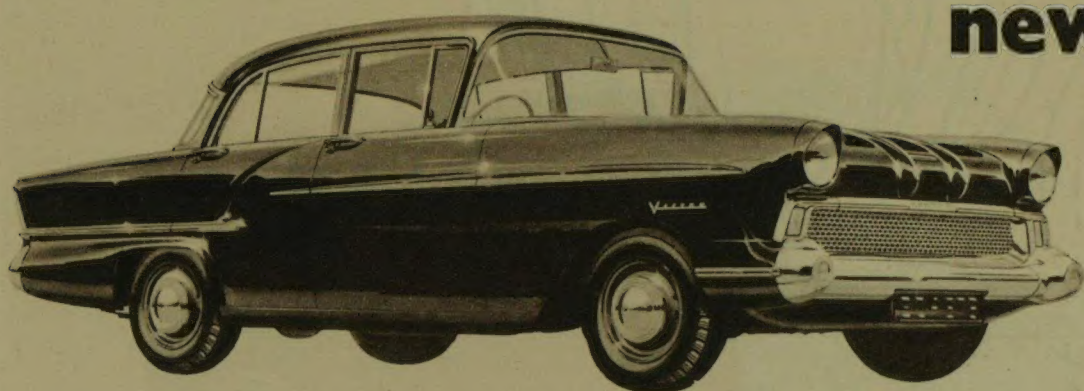
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SPICERS BLUE AND WHITE WOVE—four from a wide range of
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Vauxhall

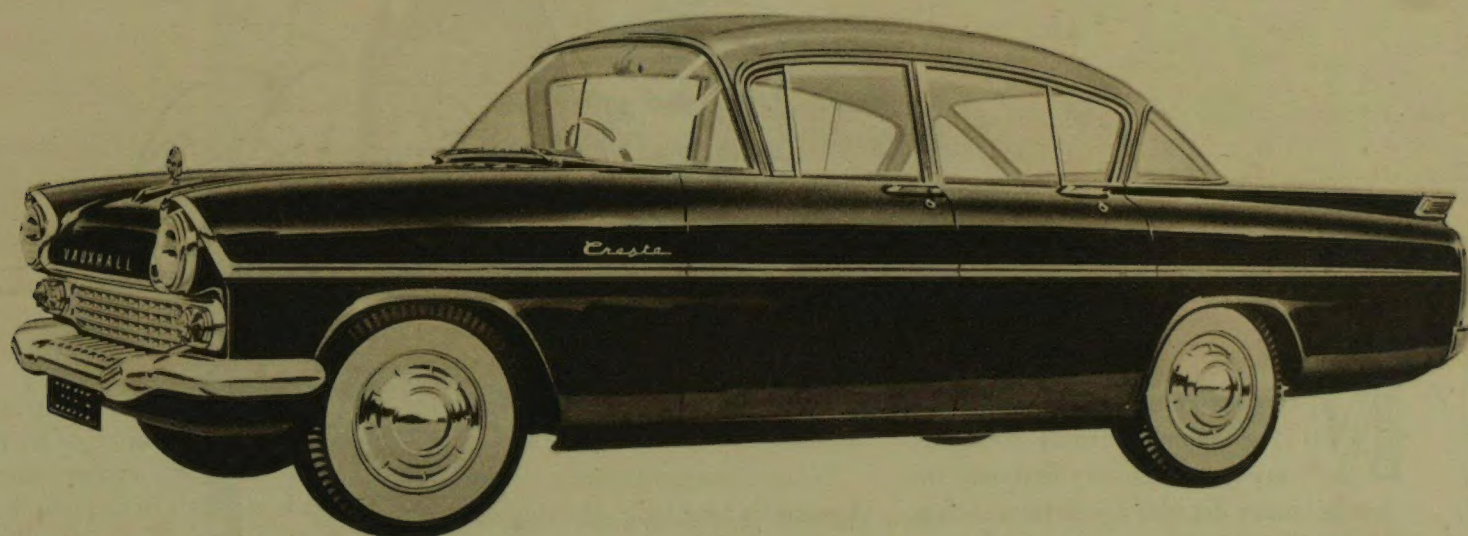
leads again...

The  ICTOR - the most successful

new car for years...



and now the entirely new Vauxhall Sixes



**See and
try them
at the
Motor Show**

Twice this year Vauxhall has hit the headlines with an exciting new model.

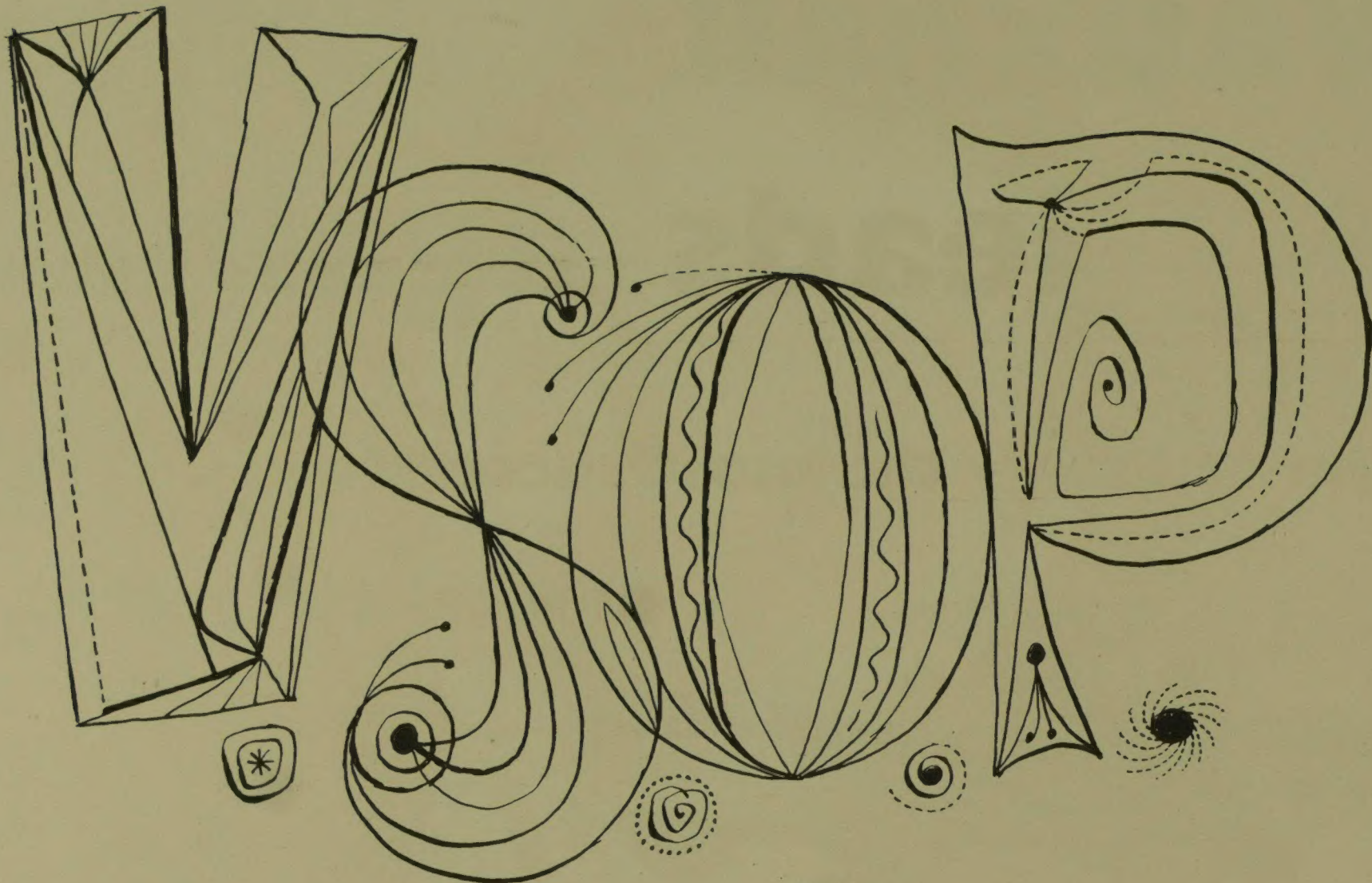
First the Victor, a car with brand new eye appeal and comfort, which was introduced in February . . . the first car in the country with panoramic vision; first in its class with all-synchro gears; first in performance, in road-holding, in safety. It created a stir. And no wonder.

Now the new Velox and Cresta sweep powerfully into the lead of 6-cylinder, 6-seater design. Handsome in looks, with one clean, unbroken line from headlight to tail. Smooth in performance with the new

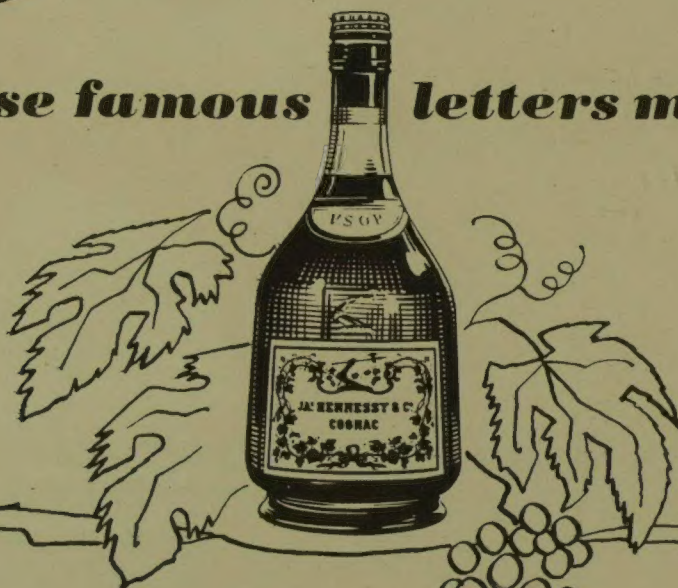
deep-skirted engine running smoothly and silently.

Four cylinder or six cylinder, the new Vauxhalls have low, graceful, *functional* lines, a low centre of gravity, phenomenally good road-holding, and the all-round vision that makes driving both easy and safe.

See them at the Motor Show. Take them on the road. The 1958 Victors are in your Vauxhall dealer's showroom now. The Victor £498 (+ P.T. £250.7.0); the Victor Super with its extra luxury features and choice of eight colours £520 (+ P.T. £261.7.0). The new Velox and Cresta will be there soon. Watch out for local announcements.



What do these famous letters mean?



NO ONE seems quite to remember. The Hennessy family in Cognac say that when they first used the symbol many decades ago, letters such as V.S.O.P. and X.O., as well as the famous ★ markings, were chalked on the hogsheads of brandy by the blender as his personal guide to the brandy's maturity. V.S.O.P. probably meant 'Very Special Old Pale'.

Nowadays, however, as an indication of age and quality, the letters V.S.O.P. on liqueur brandies have become as equivocal in the brandy trade as the description 'Final Night Extra' on an evening newspaper.

But one thing is certain. The label 'V.S.O.P.' means nothing unless coupled with the name of a shipper whose stocks are good

enough, large enough and old enough to ensure continuity of quality and age.

Note for the Curious. Why 'Very Special Old PALE'? Because once upon a time there was a fashion for BROWN BRANDY, which was heavily coloured by the addition of burnt sugar.

An Invitation to a Memorable Experience

When you are on holiday in France, visit the Hennessy premises in Cognac. There you will learn with your own eyes and palate what V.S.O.P. was originally meant to stand for.

You will see the vast stocks of matured and maturing brandies. You will be able to taste their quality—choosing at random from this hogshead and that: and

you will learn why Hennessy loses none of its brilliance as it ages, but rather gains in character as it mellows in the wood.

You will learn from such a visit why no one in the world can offer you a better choice of genuinely aged Liqueur Cognacs than—

HENNESSY

V.S.O.P. — X.O. — EXTRA

P.S.—Hennessy ★★★ is very often served as a liqueur, and why not? It is drawn from the very same stocks as its elder brothers and matured for many years in wood.

Incidentally, it was Maurice Hennessy who, in the year 1865, chose the star as a symbol, inspired by the device embodied in the window catch in his office. You can see it for yourself when you visit Cognac.

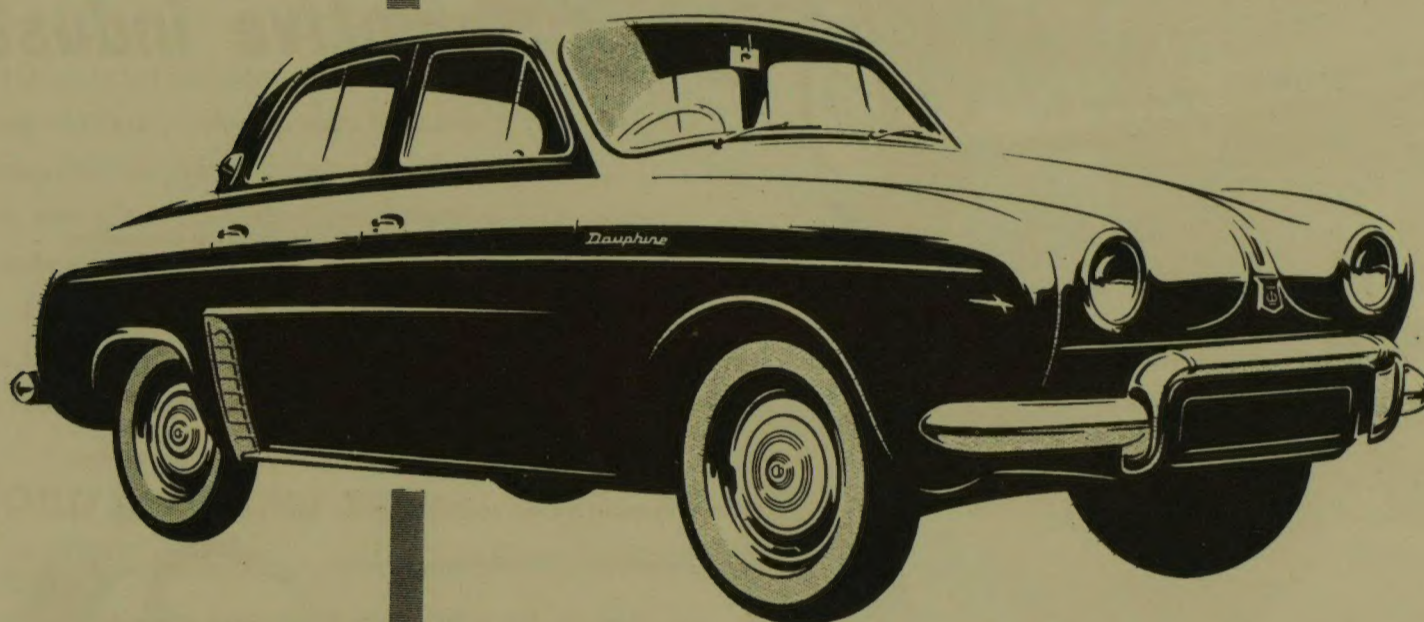
SO MUCH EXTRA...

EXTRA Comfort

Rear engine for silence and accessibility.
Built-in electric heater with blower unit and de-mister.
Twin interior courtesy lights. Independent parking lights.
Engine and luggage compartment illumination. Four doors.
Both front seats adjustable. All-round coil springing.
Flat floor — no transmission hump. 15-inch wheels.

EXTRA Driving Ease

Automatic starter and choke. Panoramic windscreen and rear windows. Twin sun visors.
Twin wiper arms. Instrument panel fully cowled. Anti-glare rear view mirror.



EXTRA Safety and Security

Independent 4-wheel suspension for better road-holding.
Protective padding to dashboard & windscreen surround.
Doors and bonnet hinged at front. Thief-proof steering lock.
9-inch non-fade brake drums. Bumper over-riders.
Fully flexible 2-spoke steering wheel. Twin horns.

EXTRA Long Life

Body undersprayed for lasting protection.
Rugged "Ventoux" engine with removable wet liners.
Each car assembled with individual attention in London.
And Renault Service all over Great Britain, of course.

...IN THE

RENAULT

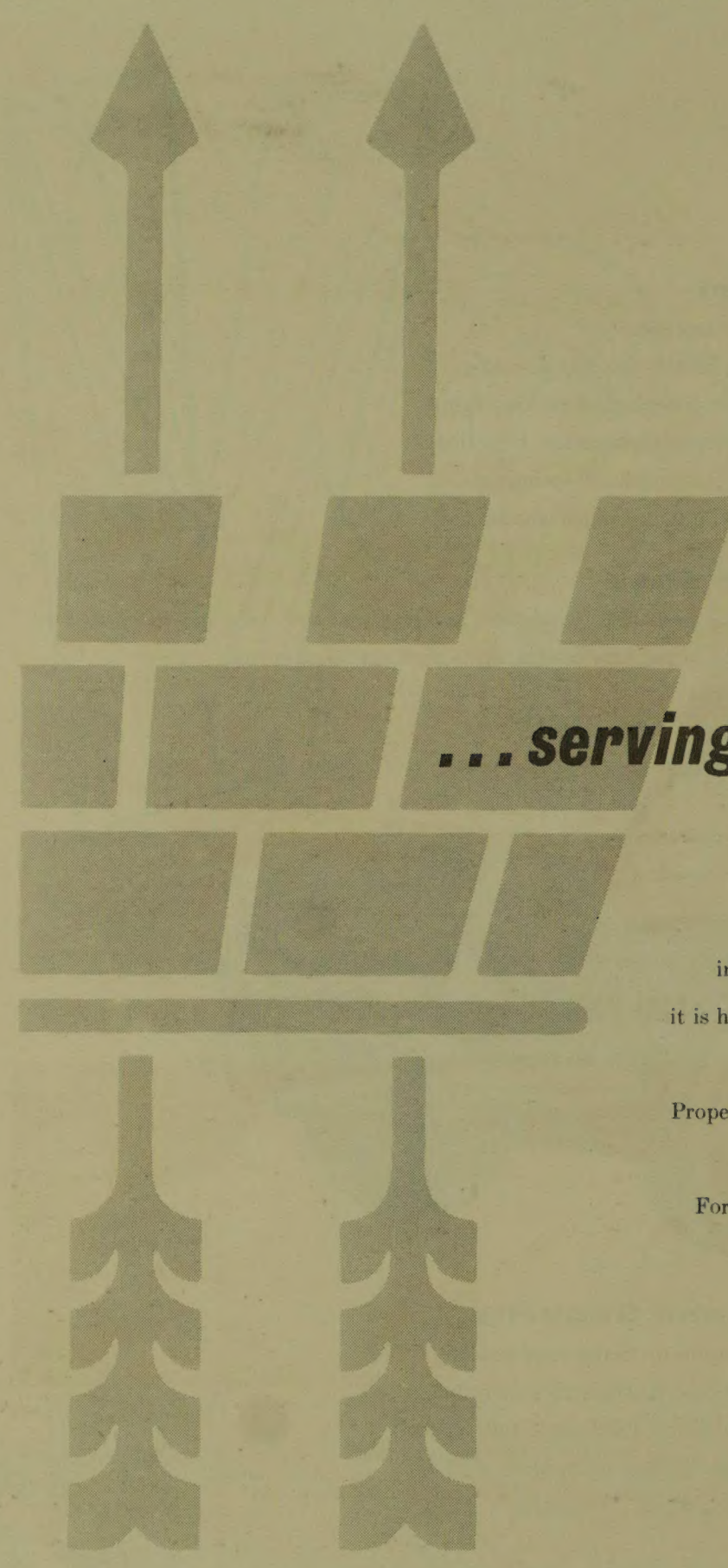


Dauphine

Price £796.7.0 (inc. P.T.) 2-pedal control optional

SEE IT AT THE MOTOR SHOW—STAND No. 150





...serving the Automotive industry

With the specialist knowledge of so many famous companies integrated within the concept and compass of the Birfield Group, it is hardly surprising that each newly announced automotive project inevitably features Birfield products in its specification. Propeller-shafts by Hardy Spicer; Laycock de Normanville Overdrive; Salisbury Hypoid axles; connecting-rod and other forgings by Forgings and Presswork; Filters and Strainers by Intermit Ltd . . . these are but a few of the automotive products of Birfield Group experience and resources which, separately or collectively, enhance the performance of almost every British car currently in production.



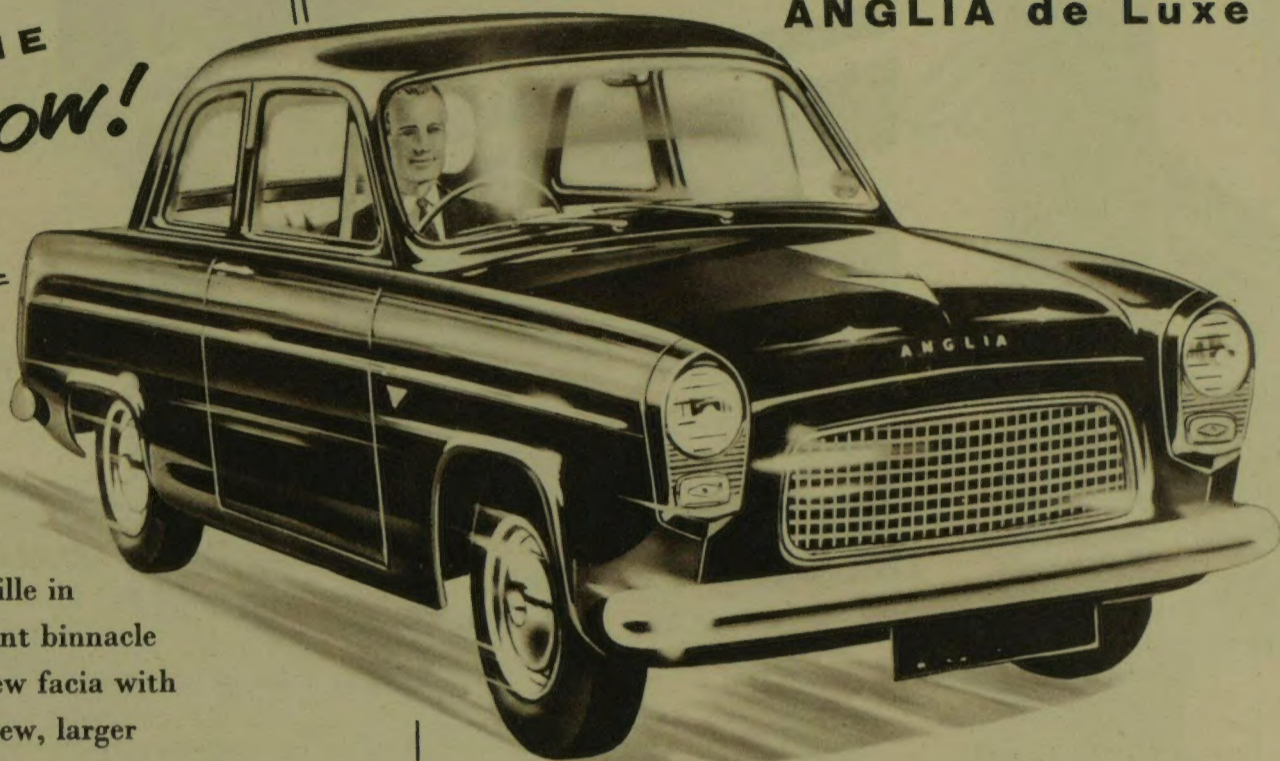
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'5-STAR' NEWS
AT THE
MOTOR SHOW!

THE *'New Look'*

ANGLIA de Luxe



NEW! Re-styled radiator grille in sparkling chrome...instrument binnacle with temperature gauge...new facia with lockable glove box...wide-view, larger rear window...interior styling...two-tone door trim...P.V.C. headlining...interior coathook...chrome headlamp inserts...safety rear lamps...it's the NEW-LOOK Anglia de Luxe!

Now FORD thinks for you—

WITH 2-PEDAL CONTROL!



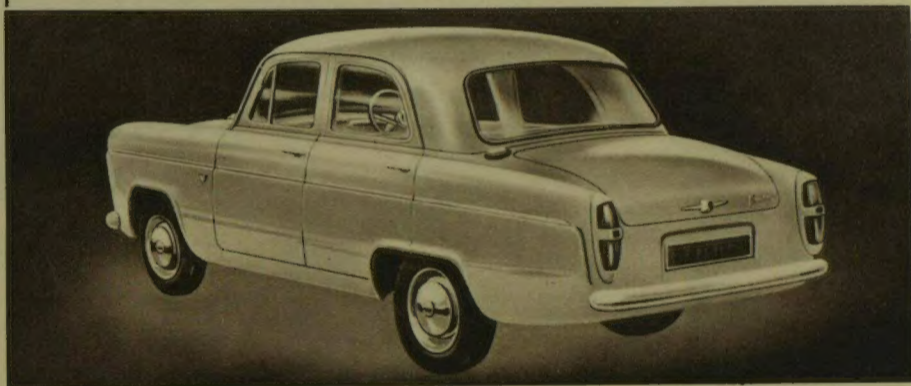
Ford SEMI-AUTOMATIC TRANSMISSION...the new, easy 2-pedal control...is now available for your Prefect and Anglia. For the Zephyr and Zodiac, FULLY AUTOMATIC TRANSMISSION—2-pedal relaxed, luxury driving at its finest—will continue to be available.

NEW colours for the '5-Star' range, including two-tone!
NEW styling! **NEW** looks! **NEW** luxury!

SEE THE NEW-LOOK ANGLIA de Luxe...the NEW-LOOK PREFECT de Luxe...and the NEW CONSUL de Luxe.

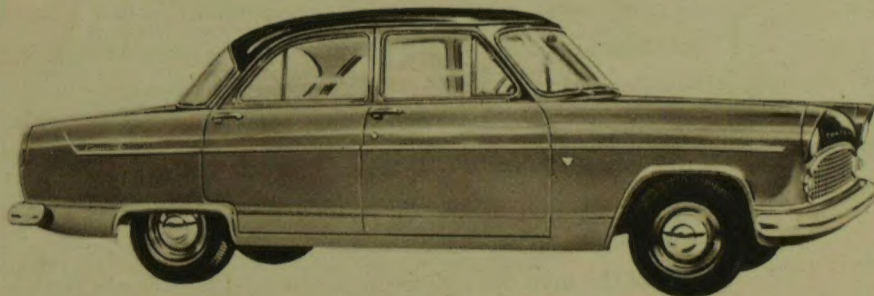
SEE THEM AT THE MOTOR SHOW
SEE THEM AT YOUR DEALERS

... AND THE *'New Look'* **PREFECT de Luxe**



NEW! Larger, wider rear window...two-tone door trim...headlamp styling. Safety rear lamps...chrome grille...re-styled facia with lockable glove box...it's the NEW-LOOK Prefect de Luxe!

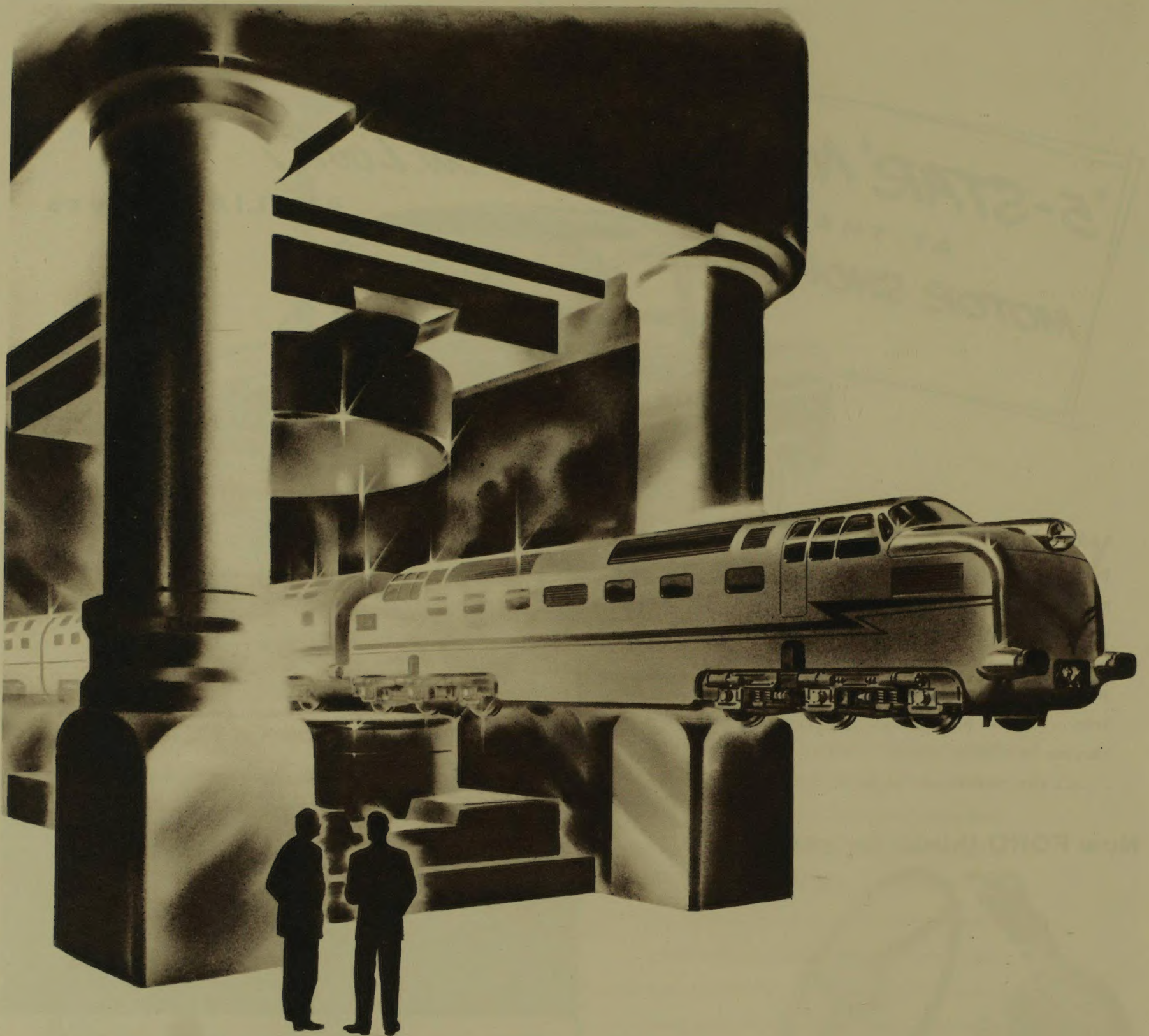
... AND THE *'New'* **CONSUL de Luxe**



Luxurious partner to the proud Consul...a sparkling NEW model for the Ford range...here is the superb Consul de Luxe! Obviously luxurious...from the exciting two-tone finish to the beautifully styled interior...the Consul de Luxe has eye catching NEW colours...thrilling NEW choice of trim and upholstery...it's a tonic for tired roads!

'5-STAR' MOTORING—THE BEST AT LOWEST COST

FORD



Forging the future in steel

THE INDUSTRIAL ENTERPRISES that are making history in our time depend very largely on steel. For example, specially devised porous steels are helping to overcome the heat barrier in supersonic flight, and thousands of tons of steel in the most complicated forms are being used to build the atomic reactors which will power tomorrow's industry. Steel is synonymous with the scientific progress of our age.

What of the men behind the scenes in steel? Some of them of course have high technical qualifications. These are the specialists—engineers and metallurgists, mathematicians and chemists. Others are arts graduates whose interests lie in the human and administrative problems of steelmaking. All of

them are thoughtful, responsible men, very much aware of the future of the industry they serve.

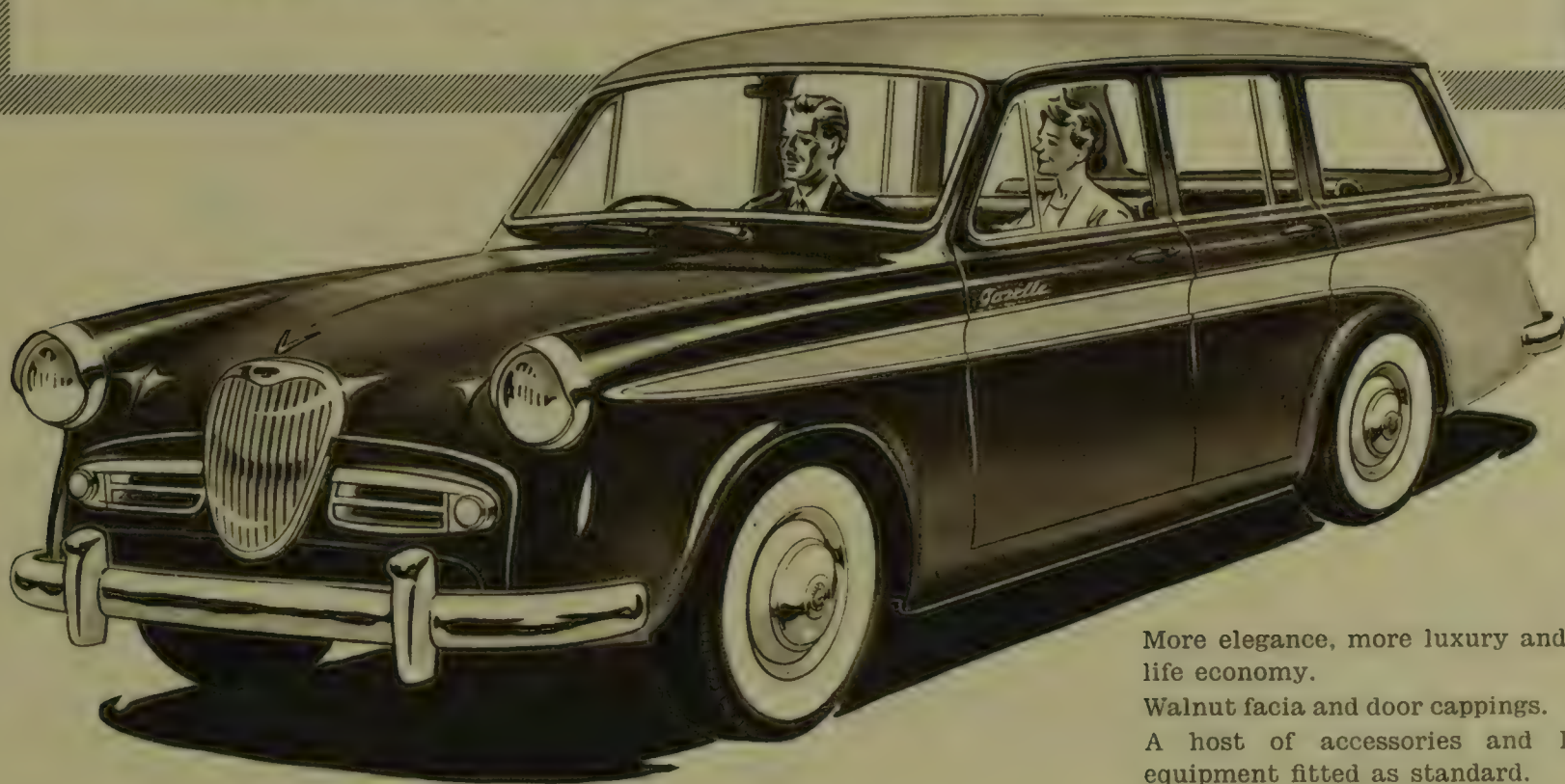
Their own future too has unlimited opportunities. As the steel industry grows, the number of key positions grows with it. And the men of quality find their way very quickly to the top.

Everywhere the steel industry is taking on a new look. New blast furnaces and rolling mills are being built, new melting shops and coking plants, larger and more complex plant units. The men behind it all are men with experience and vision. They look forward confidently to the new era of steel.

Steel is judged by its performance

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SINGER *Gazelle*
 ESTATE CAR—

TODAY'S TOP VALUE FOR DUAL PURPOSE LUXURY MOTORING



More elegance, more luxury and long-life economy.

Walnut facia and door cappings.

A host of accessories and luxury equipment fitted as standard.

Exciting new colour treatment.

Singer O.H.C. 1½ litre engine.

OVERDRIVE on third and top gears available as an extra.

PLUS ELEGANT NEW
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 LUXURY TO THE SALOON
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 COVENTRY AND BIRMINGHAM
 LONDON SHOWROOMS AND EXPORT DIVISION:
 ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.



A Product of

ROOTES MOTORS LTD

World's first 500,000 kW atomic power station ...HINKLEY POINT



An impression of the power station from a painting by Claude Buckle

Momentous step forward in atomic power development

The 500,000 kilowatt atomic power station to be erected for the Central Electricity Authority at Hinkley Point, Somerset, will be built by the English Electric, Babcock & Wilcox, Taylor Woodrow Group.

This new atomic power station is far the largest yet ordered by the Authority and will also be the largest in the world.

It represents, indeed, a momentous step forward in Britain's vitally important programme of atomic power development.

RAPID ADVANCE

The advance to a 500,000 kilowatt atomic power station, which approaches in capacity the largest of Britain's modern

power stations using conventional fuels, has been rapid. It is an impressive technical achievement and involves far more than a simple increase in size. It has been made possible by the ability of this team of famous engineers to draw upon a vast fund of design and constructional experience, working in full collaboration with the Atomic Energy Authority.

With world-wide experience in designing and building large power stations, English Electric, Babcock & Wilcox and Taylor Woodrow arranged in 1954 to work together as a Group in the new field of atomic power; they have been responsible for evolving, in association with the Central Electricity Authority, the advanced design of the new station at Hinkley Point.

**ENGLISH
ELECTRIC**

**BABCOCK
& WILCOX**

**TAYLOR
WOODROW**



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The finance of retail trade from the village shop to the largest of department stores is a very substantial part of our business, and it is proper that money should be in the forefront of the picture. We take pride in our share in this and indeed in every other kind of commercial enterprise, but our part is primarily a financial one; for after all, our business is money.

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Princess IV

—specially made for a well-defined group of people

When the Princess IV was designed, it was with a relatively small but definite group of people in view. Most of them are important; they like big-car comfort, speed and prestige but abhor ostentation. They relish the mechanical refinements and the Vanden Plas coachwork of the Princess, and—being only human—they appreciate its quite remarkable value for money. Above all they like the Princess because, like a true lady, it has every grace.

Ask any Austin or Nuffield dealer for an exhaustive trial—to

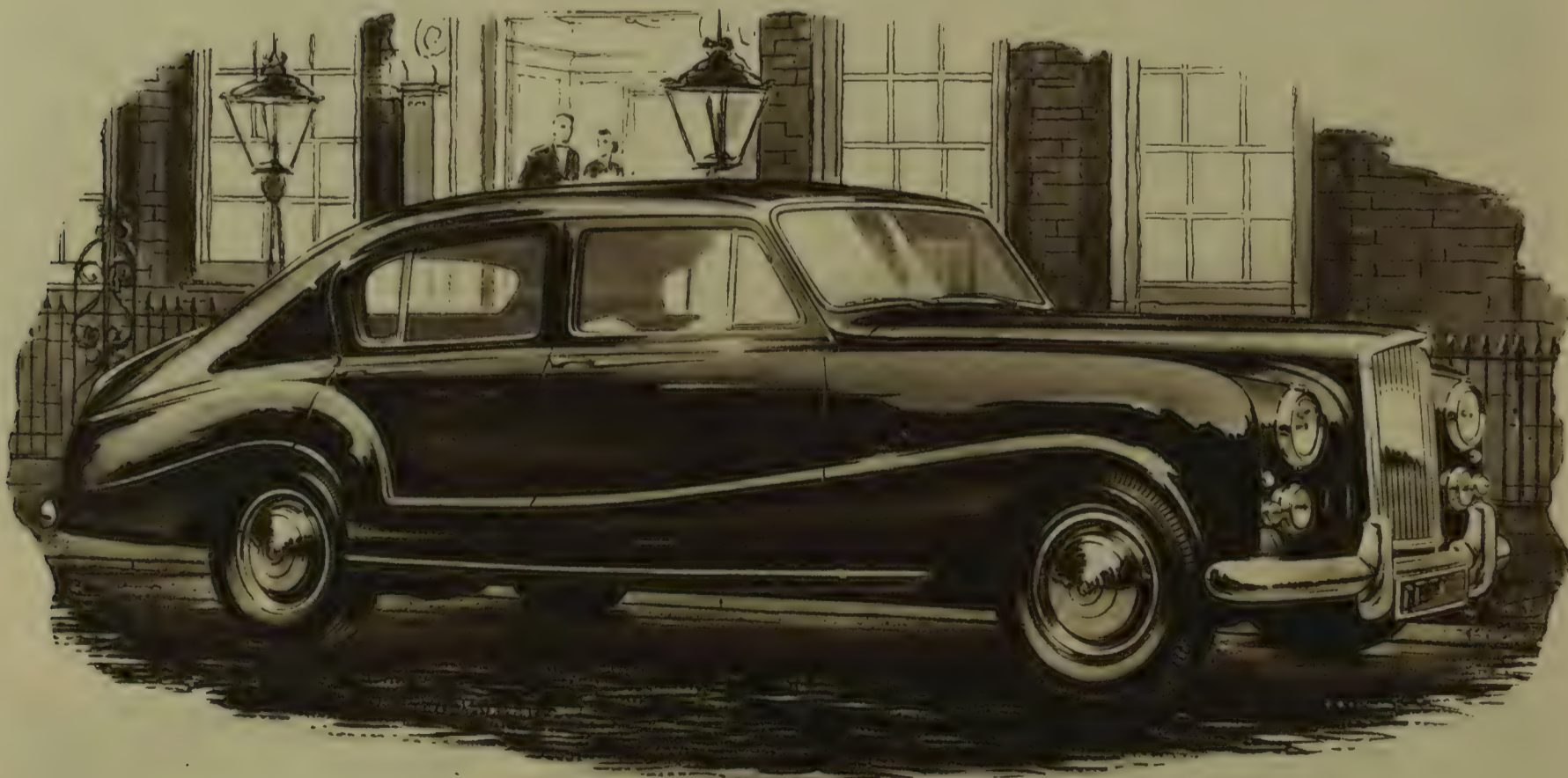
prove to you that the Princess is indeed one of the very finest big cars in the world.

Princess IV Saloon: £3376.7.0 inc. tax

Princess IV Touring Limousine: £3541.7.0 inc. tax

Every model carries a 12-month warranty

STANDARD EQUIPMENT IN THE PRINCESS IV includes: power-operated steering, automatic gearbox, servo-assisted brakes



THE BRITISH MOTOR CORPORATION LIMITED · BIRMINGHAM AND OXFORD

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SATURDAY, OCTOBER 19, 1957.



PAYING TRIBUTE TO CANADA'S GLORIOUS WAR DEAD: THE QUEEN AND THE DUKE OF EDINBURGH PLACING A WREATH AT THE FOOT OF THE IMPRESSIVE NATIONAL WAR MEMORIAL IN CONFEDERATION SQUARE, OTTAWA.

On Sunday, October 13, the Queen and the Duke of Edinburgh drove from Government House to Confederation Square, in the heart of Ottawa, to pay tribute to Canada's war dead. Ranks of veterans were drawn up around the Square and the full band of the Royal Canadian Mounted Police, in their red tunics, provided the music. With the Queen and the Duke at the war memorial were the Prime Minister and Mrs. Diefenbaker; General G. Pearkes, V.C., the Defence Minister; Mr. Brooks, the Minister of Veterans' Affairs, and Mr. Burgess, President of the Canadian Legion.

After the band had played the National Anthem and "O, Canada," trumpeters sounded the Last Post and all those present stood with bowed heads in silent remembrance for one minute. As the moving strains of "Abide With Me" were played by the band the Queen and the Duke mounted the steps of the memorial and placed a wreath at the base. After a bugler had sounded Reveille the Queen and the Duke spoke to a number of veterans of both World Wars. A pictorial review of the Royal visit to Canada and the United States will be presented in our next issue.



By ARTHUR BRYANT.

IN this season of Party Conferences, even the bleepings of impending atomic doom from outer space cannot wholly deflect British minds from that most venerable of traditional Anglo-Saxon sports and attitudes, the rivalries, alignments, slogans, and rallying cries of assembled Faction. It was at this time of year, that in the age when British Parliamentary parties first took shape, the lordly members of that forerunner of the annual Blackpool or Brighton Conference, the "Whig" Green Ribbon Club, meeting on the anniversary of Queen Elizabeth's accession—the great Protestant Saturnalia of seventeenth-century England—sallied out onto the balcony of the King's Head Tavern, in the words of that cynical Tory observer, Roger North, "with wigs aslant, pipes in mouths, merry faces and diluted throats" to encourage their caterwauling and plebeian followers below as they processed with pageant guys of their opponents down Fleet Street on their way to the bonfires of Smithfield. We no longer burn cats alive, as they did, in the straw effigies of our political enemies to make them squeak, but, if words could kill, the leading statesmen of both our main political parties would die annually a horrid death after the verbal basting they receive at the chosen seaside resort of their opponents' autumnal Conference. Nor does the fact that the actual policies, when in office, of the rival candidates for government usually bear in their practical application a remarkable resemblance to one another, abate a jot from the vehemence and enjoyment of the denunciatory oratory at the annual Party Conferences. This last seems as essential a part of the show as party frocks at Ascot and strawberries-and-cream at a school speech-day.

Yet there are earnest souls who want more. They crave for principle, for some grand philosophic exposition of their Party's soul and idealism. And it worries them greatly to find it lacking in the legislative programmes of their political chieftains, who, with their eyes on the loaves and fishes, are always inclined to temper the forbidding wind of ideology to the shorn lamb of electoral success. The pea-green, incorruptible Socialists of the Old or *Avant* Guard—for they are now the same—clamour for undiluted doses of what they call pure socialism—more nationalisation, more penal taxation of the rich, more swathes of governmental red tape round the means of production and exchange, that is round the necks and limbs of the men who do the creative work of the world. And Conservative zealots, even more vainly—for their leaders are a particularly unideological lot—cry for the unadulterated gospel of High Toryism, the sacred tables of a new or rather eternally ancient Law, and nostalgically turn the pages of Disraeli or Bolingbroke to find it. Their lot is even worse than that of their Socialist counterparts, for though the latter—since most Radicals tend to be rather prickly and touchy—usually manage to set a lot of fur flying at their annual Party Conferences, the great solid mass of Conservative supporters and leaders alike are completely indifferent to theory and are scarcely aware of what their "intellectuals" and "wild men" are saying. They even applaud them in a dull, solid, but brotherly sort of way, for temperamentally Conservatives seem born with a stronger sense of social cohesion and loyalty than the so-called "comrades" of the rival Conference watering-place. They may not know where they are going, but they are good at keeping step.

On the whole, the exponents of political faith and theory are apt to get a rather better innings in print than they do on the platform; not that there is much satisfaction for them in this, for neither politicians nor party workers are ordinarily much given to reading. In the old days it was the Socialist intelligentsia who appeared most

active in expatiating on their beliefs in Press and pamphlet; to-day it is the Conservatives. Recently one of our leading Sunday newspapers even went so far as to offer a young Conservative theorist of personable antecedents—it was one of the two young lordlings who subsequently hit the headlines by attacking the Queen, the one who didn't apologise or appear to realise that he had done something mean—an opportunity to dilate at length on its leading page on what he considered should be the theory and practice of modern Conservatism. I read his articles with hope but cannot say I found much to enlighten me in them. So far as they advocated anything new at all, they seemed to be an appeal for a further instalment of Socialist practice; indeed it is curious how often contemporary Conservative theory appears to take

out of love, give to them. This thesis, advanced at a Socialist Party Conference, would almost certainly be howled down, yet, if the Gospels are to be accepted at their face value, it is manifestly what Christ said, and said repeatedly. In fact, He even went further and said that the poor, *per se*, were blessed. The Socialists, judging by what they advocate and try to put into practice, hold a diametrically opposite view; otherwise everything they do, by compulsorily mulcting the rich to enrich the poor, would result in making the poor less good. Nor, since their process of equalising incomes and wealth is an enforced one, do they appear, by Christ's standards, to be doing anything to make even the rich better. In other words, the Kingdom of Heaven, in Our Lord's sense, is no more to be found at Brighton than at Blackpool.

For, allowing that Socialism at its best is based on a genuine desire to apply Christ's teaching to the government of the world, I am convinced that its central thesis is based on a misinterpretation of Christ's teaching. Everything that Christ said on the subject suggests that he did not believe that the Kingdom of Heaven could ever be built by force or authority; that is why he rejected Satan's offers in the wilderness. "Render, therefore," He said, "unto Cæsar the things which are Cæsar's and unto God the things which are God's." There is only one place in which God's will on earth can be done—in the heart of the man who seeks to do it. No State, no king, no magistrate can make a man good against his will—can compel him to love and deny and discipline himself *because* he loves, which is the essence of Christian morality. Nor will the State ever succeed in making men virtuous or happy merely by smoothing their paths for them and satisfying their earthly needs. In fact, by attempting to do so it may not only make them exactly the opposite, but it may defeat its own object, since, unless men are virtuous enough to work and work hard, the State's attempts to enrich them will ultimately end in failure. After half a century of growing Socialist practice we are beginning to see signs of that nemesis of an erroneous theory in modern Britain. The poor, as they are filled with the good things taken from others, are not becoming more virtuous, more industrious or even, I suspect, more happy; they are becoming more indolent, more envious and, judging by the level of the popular Press, cinema and radio, more stupid. So are the rich. For the slogan, "To each according to his need," is not only not founded on Christ's teaching; it is not founded on Nature's, in other words, on God's. The universe, all close observation suggests, was created on a principle that necessity makes men, and indeed all living creatures, struggle, and that through struggle they alone realise and enlarge themselves.

Then, welcome each rebuff
That turns earth's smoothness rough,
Each sting that bids nor sit nor stand nor go!
Be our joys three parts pain!
Strive, and hold cheap the strain;
Learn, nor account the pang; dare, never grudge
the throe!

It sounds a harsh theory, but it is a harsh world, and Rabbi Ben Ezra was probably nearer the truth than the Chairman of the Socialist Party Conference. And I would suggest that it might be worth the while of a Conservative philosopher to try to persuade his Party to refashion its programme on a basis, not of, "To each according to his need" but of, "To each according to his desert." If he were to succeed, which is unlikely, he would have unloosed a force for creative power in modern Britain and the world even more important than the atom and the inter-planetary space machine!



THE ROYAL DEPARTURE: HER MAJESTY AND THE DUKE OF EDINBURGH AT LONDON AIRPORT ON OCTOBER 12.

The B.O.A.C. Douglas D.C.-7C airliner carrying the Queen and the Duke of Edinburgh across the Atlantic to Ottawa took off from London Airport at 7.10 a.m. on October 12. On entering their aircraft the Queen and the Duke turned to smile and wave to those who had come to see them off.

this form. This, I suppose, is because for the past half-century the thinking youth of every section of the community has been brought up to accept as axiomatic the fundamental belief that underlies all Socialist thought and action: that the highest political virtue is to satisfy the needy with what they need. Though many, indeed, most people, argue that it is not always possible to do so, nearly everyone—Socialist and Tory alike—seems to consider that this should be the great end of all government. Indeed, it is universally supposed that the Socialist slogan of "To each according to his need" is closely allied to, and directly founded on, the Sermon on the Mount.

I am no theologian, but I cannot see that Christ's teaching on the matter has, in reality, any affinity to Socialist theory. The Socialist contends that the hungry should be progressively filled with good things by their fellows, even in the end to stuffing, because only by their being so filled can the world become the happy and perfect place Socialists believe it capable of becoming. So far as I am competent to comprehend Christ's teaching—and it seems to me perfectly plain—it is not the poor and hungry who will be benefited by the largesse of others but those who voluntarily, and

WITH THE ROVING CAMERA IN ENGLAND: A MISCELLANY OF HOME NEWS ITEMS—FROM LONDON AND CUMBERLAND.



TAKING AN INSTANT DISLIKE TO HIS UNIFORM, *GWILI* HURLS IT DEFIANTLY UNDER HIS FEET AND LEAPS SPIRITEDLY AWAY.



HAVING REGISTERED HIS PROTEST, *GWILI* DECIDES TO LEAVE THE SCENE IN A DIGNIFIED MANNER, LED BY THE CORPORAL.

AN UNWILLING CONSCRIPT: *GWILI*, THE NEW MASCOT OF THE 6TH BN., THE WELCH REGT. (T.A.), IS PUT IN UNIFORM ON LEAVING THE ZOO. *Gwili*, the spirited goat chosen to be the new mascot of the re-formed 6th Battalion, the Welch Regiment (T.A.), demonstrated in an unmistakable manner his reluctance to be conscripted into the Army when his new masters came to collect him from London Zoo on October 11. After they had dressed him in a smart, ceremonial uniform he hurled it from him in disgust and it was some time before he consented to wear it and to be led quietly away.

(Right.) WHERE EMERGENCY ACTION HAD TO BE TAKEN TO COOL DOWN AN OVERHEATED NUCLEAR REACTOR: THE WINDSCALE ATOMIC PLANT IN CUMBERLAND.

A nuclear reactor at the atomic plant at Windscale, Cumberland, became overheated on October 11 and emergency measures had to be taken to cool it down. Nobody was injured in any way. Following the emergency, distribution of milk from farms in the area was suspended when it was found that the milk being produced was contaminated. An inquiry was to be held.



AT THE DORCHESTER HOTEL, LONDON: LORD NUFFIELD CUTTING A GIANT CAKE AT A DINNER CELEBRATING HIS 80TH BIRTHDAY. On October 10 Lord Nuffield, the famous industrialist and philanthropist, was guest of honour at a dinner at the Dorchester Hotel given by Stewart and Arden Ltd., the London Morris Distributors, to celebrate his eightieth birthday. Next to Lord Nuffield is Mr. P. C. P. Stanley, of Stewart and Arden, and next to him, Mr. D. Harrison, of the British Motor Corporation.



THE METAL WORKSHOP AT THE ROYAL MASONIC SCHOOL, BUSHEY: A CORRECTION OF A MISTAKE IN A FEATURE ON THIS SCHOOL IN OUR ISSUE OF OCTOBER 12.

In our issue of October 12 a drawing of the engineering workshop at Oundle School was, by an unfortunate error, included in the feature on the Royal Masonic School, Bushey. The metal workshop at the Masonic School is shown above. The drawing of the Oundle engineering shop had been prepared for the feature on this school in our issue of May 26, 1956, but was not used.

THE CONSERVATIVE PARTY CONFERENCE: CROWDED THREE DAYS IN THE



DRIVING HOME A POINT DURING HIS SPEECH IN THE FREE TRADE DEBATE ON OCTOBER 11: SIR DAVID ECCLES, PRESIDENT OF THE BOARD OF TRADE.



STANDING IN FOR THE HOME SECRETARY: MR. SIMON, UNDER-SECRETARY, HOME OFFICE, MAKING HIS SPEECH.



LISTENING ON THE SECOND DAY OF THE CONFERENCE: MISS P. HORNSBY-SMITH, PARLIAMENTARY UNDER-SECRETARY, HOME OFFICE.



OPENING THE CONFERENCE: MRS. WALTER ELLIOT, THE CHAIRMAN, WHO SUGGESTED THAT THE CONFERENCE SEND ITS BEST WISHES TO SIR ANTHONY AND LADY EDEN.



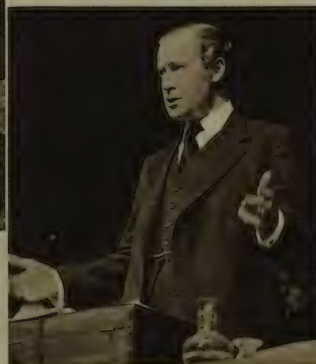
THE SCENE IN THE SPORTS STADIUM AT BRIGHTON



CONCENTRATION: THREE SENIOR MINISTERS (L. TO R.): MR. DUNCAN SANDYS, MR. PETER THORNEYCROFT AND MR. SELWYN LLOYD, LISTENING DURING THE PRIME MINISTER'S SPEECH.

OVER 4000 delegates attended the Conservative Party Conference, which was held at Brighton from October 10 to 12, following close on that of the Labour Party. An outstanding feature of the Conference was the energetic participation of the Party's new Chairman, Lord Hailsham, who from his early-morning dips in the sea to his smiling presence at the evening functions, proved himself to be the life and soul of the Conference. The

(Continued above, right.)



(Left.) MAKING A POINT DURING HIS REPLY TO THE DEBATE ON DEFENCE: MR. DUNCAN SANDYS, MINISTER OF DEFENCE.

PERSONALITIES AND SCENES DURING A SPORTS STADIUM AT BRIGHTON.



(Above.) AMUSED BY A POINT IN THE PRIME MINISTER'S SPEECH: (L. TO R.) MR. HEATHCOAT AMORY, SIR DAVID ECCLES, MR. D. SANDYS, MR. P. THORNEYCROFT, MR. LLOYD AND LORD KILMUR.



AS THE PRIME MINISTER WAS MAKING HIS SPEECH.



REPLYING TO THE DEBATE ON INDUSTRIAL RELATIONS: MR. IAIN MACLEOD, MINISTER OF LABOUR, WHO WAS WARMLY APPLAUDED.



DURING HIS FORTHRIGHT SPEECH ON FOREIGN AFFAIRS: MR. SELWYN LLOYD, THE FOREIGN SECRETARY, WHO DISMISSED NEUTRALITY AS A POLICY FOR THIS COUNTRY.



A SPEAKER DURING THE FOREIGN AFFAIRS DEBATE ON OCTOBER 11: MR. WALTER ELLIOT, M.P., WHO SUGGESTED A WESTERN "COMBINED OPERATION" IN SCIENCE AS WELL AS IN ARMS.

the Government a fresh determination to carry out their mandate to govern, and "thirdly, let us hope and believe that this Conference will be the beginning of a renewal of fighting spirit in the Tory Party." Lord Hailsham then gave a rousing demonstration of this last point when, in presenting the Conference Chairman's bell to Mrs. Elliot, he combined some vigorous belling with "fighting language." After the Conference the party gathering listened to the speech from their leader, Mr. Harold Macmillan, who described the year since the last Conference as "difficult and tumultuous." The Prime Minister stressed his Government's anti-inflation policy.

(Right.) THE CONSERVATIVE PARTY'S LEADER: MR. MACMILLAN, THE PRIME MINISTER, DURING HIS SPEECH TO DELEGATES AFTER THE CONFERENCE.



THE LIFE AND SOUL OF THE CONFERENCE: LORD HAILSHAM, CHAIRMAN OF THE CONSERVATIVE PARTY, RINGING A HANDBELL IN A ROUSING GESTURE.

THE Russian earth-satellite is interesting from two points of view—firstly, the scientific; secondly, its significance apart from science. Naturally, its significance depends on the stage in scientific progress which it betokens and on the developments which seem likely to follow. At the same time, one can make some attempt to answer the question: "What does it mean?" without scientific knowledge. Mine being almost non-existent in this field, this is what I propose to do. At the time of writing, a new and sensational feature has been revealed. It had already been known that the rocket by means of which the satellite had been launched was following it closely and almost in the same orbit.

Now it has been learnt that a third object performed these tricks. The satellite, in the nose of the carrier rocket, was protected by what is described as a "cone" while it was driven into space. When the engines propelling the rocket stopped, this cone was jettisoned and the satellite shortly afterwards became detached from the rocket. This was the start of its independent movement, but both the rocket and the cone next circled round the world on orbits close to that of the satellite. Presently the three objects separated and were located in rotation over widely separated parts of the world. A truly astonishing story—as astonishing as that of the achievement of the artificial moon itself. It is not impossible to imagine a whole series of objects moving round the world in procession, with perhaps complementary functions after separation as well as before.

The reaction to this wonderful feat of Soviet Russian science has been more excited in the United States than on our side of the Atlantic. Official statements have been puzzling. First of all, Mr. Khrushchev, who, as we all know, is much quicker on his feet than he looks, made a proposal of a telling kind. It was conveyed by a method first made fashionable by Stalin—an interview with a newspaper correspondent; but Stalin sometimes wrote answers to agreed questions without seeing the correspondent—in this case representing the *New York Times*. Mr. Khrushchev proposed that international control of the outer space should be put into force in a general pact, extending further than this, however, between Soviet Russia and the United States. The State Department was fully understood to have rejected the project.

Later that day, October 8, Mr. Dulles stated that the United States was ready to discuss the matter, including control of missiles launched through space, with Russia. He said that he would be prepared to consider control of space by itself, without tying it to the disarmament plan put forward by the Western nations. He came from consultation with the President of the United States. Next day President Eisenhower told his Press conference that Mr. Dulles had been misinterpreted. He himself was, he said, willing to study the subject with Russia, even separately; but he apparently stuck to his former view that space control should be included in a general treaty into which all the associates of the United States would enter.

Considering how long the Disarmament Subcommittee has been toiling in vain, and how abruptly the Western plan was rejected by Russia, it would not appear to be an advance, but rather

A WINDOW ON THE WORLD. THE SATELLITE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

a retrogression, to go back to the project of an all-embracing treaty now for the purpose of solving the latest problem. A separate study of this would, however, be a move forward. As to whether an agreement concerning the sphere of outer space might take priority of a general agreement, or whether it is within the bounds of possibility, it is difficult to say yes or no. On the face of it, the attempt looks worth making. The question is complicated by the fact that information

would not appear to be of primary immediate importance from the point of view of defence. My mind, so very much less used to thinking on these lines than his, does, however, try to grope towards certain possibilities, though so far without much success. But I cannot believe that great anxiety would not be caused were full control of outer space to be established by a single Power.

One adjunct to the satellite certainly has high military significance. At the Press conference where President Eisenhower made the statements referred to above, he was asked whether he felt concern for the security of the nation now that this object was whirling round the world. He answered that it had not added to his anxieties, "not one iota." At this stage it constituted, he said, no significant threat, except as clear proof of the power of Russian "rocketry." That is the point. What the Russians have accomplished shows that they possess a highly efficient rocket. We had previously heard that a similar rocket carrying a nuclear war-head would have the range of a large number of important American bases. It has also been announced in Russia that an explosion which took place on October 6 was that of a mighty hydrogen war-head.

The deterrent of prompt and overwhelmingly powerful retaliation has run the gauntlet of strong criticism, but has hitherto stood up to the test. Now it must be subjected to further investigation. Presume that the Russians have already, or shortly will have, rockets carrying war-heads to virtually all American bases. Presume further that they are ahead of the United States and that the latter still relies in the main on weapons borne by manned aircraft. Is it, then, certain that the threat of retaliation would serve as a deterrent? I believe it would still, because even in such circumstances an attack would be a frightful gamble and the consequences of even a partial failure disastrous. I believe that the strength of the deterrent would be lessened, but that it would still be valuable because the world is not in suicidal mood.

This is an age in which experiment and invention jostle one another, in the realm of physics especially. The pace is extraordinary. Even in this rapid progress, however, some creations grip the imagination closer than others. Among these great discoveries, born of that subtle element called genius as well as the acquirement of skill and knowledge, the artificial moon takes a very high place. That which was first recorded the other day will become a landmark. No account of events in the world will be complete if mention of this is omitted. It is virtually certain to produce further remarkable results, but its wonder is more or less independent of them.

Such a prophecy, however, presupposes the future existence of a world in which records can be kept. This new invention in the fields of ballistics and movement in space might be one of the steps on a road so destructive that its own and all other records would be expunged. To repeat a reflection which has become trite, while remaining incontrovertible, the skill of mankind has outrun its morals and its prudence. To reiterate another sentiment often expressed to-day, the most urgent of the tasks ahead is to ensure that the marvellous inventions of science are used for the good of mankind, not for its destruction.

OUR NEXT ISSUE: AN IMPORTANT ANNOUNCEMENT.



IN FULL COLOUR: THE COVER OF OUR NEXT ISSUE, DATED OCTOBER 26, IN WHICH WE SHALL BE PRESENTING A COMPREHENSIVE PICTORIAL REVIEW OF THE ROYAL VISIT TO CANADA AND THE UNITED STATES OF AMERICA.

The next issue of *The Illustrated London News*, which will be dated October 26, is to be offered at the usual price of two shillings. But in this issue, which will have a special cover in full colour, we shall be presenting, in addition to our regular features, a comprehensive pictorial record of the visit to Canada and the United States by her Majesty the Queen and H.R.H. the Duke of Edinburgh. In view of the heavy demand for this issue, and the fact that a reprint will not be possible, please place your orders without delay with your bookstall manager or newsagent, or send a postal order for 2s., plus postage 4d. (home), 1½d. (Canada) and 6½d. (foreign), to The Publisher, Ingram House, 195-198, Strand, London, W.C.2.

about American progress towards the construction of an efficient satellite has been vague and even contradictory. Here we are likely to hear more soon.

Next comes the matter of the military significance of the great Russian exploit. Sir Owen Wansbrough-Jones, scientific adviser to the British Ministry of Supply, denied that "this great scientific experiment has much bearing on the problems of defence." That an artificial moon has been thrust into outer space to encircle the world

A WINDOW ON THE WORLD—I.



ITALY. THE POPE BLESSES THE SICK: A GENERAL VIEW OF THE SCENE IN THE BELVEDERE COURT AT THE VATICAN ON OCTOBER 7 WHEN THE POPE GAVE A SPECIAL AUDIENCE TO MEMBERS OF AN ITALIAN ORGANISATION FOR THE SICK, SOME 500 OF WHOM WERE LYING ON STRETCHERS OR SEATED IN WHEELCHAIRS.



THE UNITED STATES. PRAYING ON THE LAWN AS THEIR SCHOOL WAS GUTTED BY FIRE: NUNS AND STUDENTS OF OTTUMWA HEIGHTS JUNIOR COLLEGE AT OTTUMWA, IOWA. ALTHOUGH THE BUILDING WAS GUTTED, ALL THE GIRLS—NUMBERING OVER 300—AND ABOUT SEVENTY-FIVE NUNS ESCAPED UNHARMED.



LITTLE ROCK, ARKANSAS. DURING GAMES AT THE CENTRAL HIGH SCHOOL: TWO SOLDIERS PATROLLING THE FIELD WHERE A NEGRO PUPIL WAS PLAYING. On October 13 more than 6000 citizens of Little Rock attended special services to pray for a peaceful solution of the integration problem, which had arisen out of the attendance of nine Negro pupils at the Central High School. These pupils have now been attending at the school for a considerable period, but are still guarded by troops.

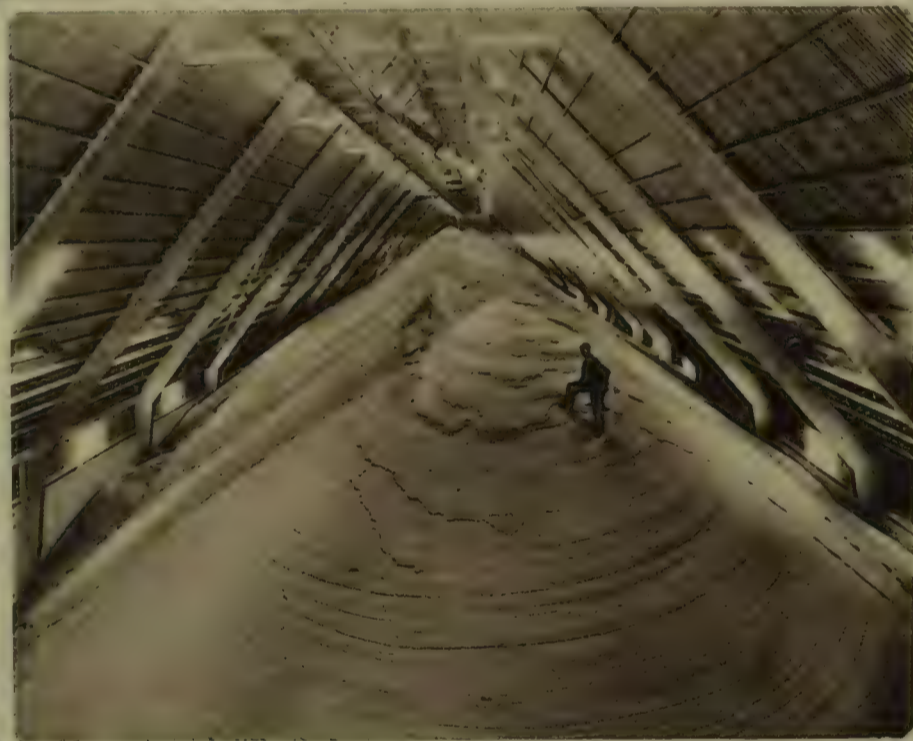
A WINDOW ON THE WORLD—II.



THE EAST GERMANY-WEST GERMANY FRONTIER. THE IMMENSE QUEUE OF CARS HELD UP FOR TEN HOURS DURING THE EAST GERMAN CURRENCY SWITCH. On October 13 the East German Government cancelled its old currency and introduced new, the exchange rate being one for one. During the change all motor traffic between East Germany and West Germany was halted for ten hours.



IN MID-ATLANTIC. THE LAST SURVIVOR OF THE SAILING BARQUE *PAMIR*, GUENTHER HASSELBACH, SWIMMING FROM A WATERLOGGED LIFEBOAT TO RESCUE. This photograph was taken as Hasselbach, the sixth of the *Pamir* survivors, was swimming towards the rescue party from the U.S. Coast Guard cutter *Absecon*, on September 24. Hasselbach was flown to Germany from New York on October 13.



TEXAS, U.S.A. A MOUNTAIN OF SWEETNESS—ENOUGH TO SATISFY THE SONGWRITERS OF THE WORLD: 40,000,000 LB. OF SUGAR IN A HUGE NEW WAREHOUSE, WITH A FLOOR AREA GREATER THAN A FOOTBALL FIELD. THE PEAK OF THE STACK IS 60 FT. HIGH.



THE GOBI DESERT. FROM WHAT IS BELIEVED TO BE THE FIRST PHOTOGRAPHIC RECORD MADE OF THEM: WILD CAMELS IN FLIGHT IN THE GOBI-ALTAI REGION. Small herds of five or six wild camels are still found in this area and were recently photographed in colour by Mongolian cameramen. They are lighter built than the domestic Bactrian camel.



PARIS, FRANCE. A NEW CROWN FOR PARIS: THE TELEVISION ANTENNA, SOME 66 FT. HIGH, ON THE TOP OF THE EIFFEL TOWER—WHICH IS NOW VERY NEARLY COMPLETE AND READY FOR ACTION.



VIENNA, AUSTRIA. UPSIDE DOWN ACROSS AUSTRIA: SIEGFRIED WASELBERGER, ENTERING VIENNA ON HIS HANDS AFTER TRAVELLING IN THIS WAY, AT TWO MILES A DAY, FROM SALZBURG.



CALIFORNIA, U.S.A. "SPACE MAN IN THE LABORATORY": MR. NIELS JENSEN IN A SPECIAL SUIT IN A CHAMBER REPRODUCING CONDITIONS AT 95 MILES UP.

In this rarefied atmosphere chamber at Los Angeles, in which only one in 18,000,000 molecules of air remains, scientific tests of human reactions and the behaviour of materials and instruments in conditions equivalent to a height of 95 miles have been recently made to assist outer space research.

A WINDOW ON THE WORLD—III.



JAPAN. CASTING PEARLS BEFORE FISH: THE SCENE IN THE SHIP *TACHIBANA MARU* WHEN INFERIOR PEARLS, WORTH 17,000,000 YEN, WERE CEREMONIALLY DUMPED INTO THE SEA BEFORE AN AUDIENCE REPUTEDLY INCLUDING OFFICIALS, BUSINESS MEN AND BUDDHIST PRIESTS AND, WITHOUT QUESTION, THE PEARL QUEEN AND HER COURT.



RUSSIA. AN OFFICIAL RUSSIAN PHOTOGRAPH OF THE RUSSIAN SPACE SATELLITE BEFORE LAUNCHING—TO SHOW THE FOUR ANTENNAE. In a description given in *Pravda*, the Russian satellite is described as a sphere made of aluminium alloys, with all instruments installed inside. Before launching it was filled with gaseous nitrogen, forcibly circulated during flight to maintain the necessary temperature. It contains two radio transmitters.



JAPAN. PRECAUTIONS AGAINST A RETURN EPIDEMIC OF ASIAN FLU: JAPANESE SCHOOLCHILDREN GARGLING BETWEEN LESSONS. Japan was severely hit in the first onset of Asian flu last winter, especially in her schools; and this autumn elaborate precautions are being taken against a return of the epidemic.



JAPAN. A PRECAUTION AGAINST FLU WHICH SHOULD HAVE THE SECONDARY EFFECT OF KEEPING THE CLASS QUIET: SCHOOLCHILDREN WEARING MASKS IN CLASS.



FRANCE. A MOTOR-COACH WITH SOME OF THE AMENITIES OF AN AIRLINER: AN ITALIAN-MADE PARLOR COACH WITH A SITTING-ROOM SECTION.

In the coach and commercial vehicle section of the recent Paris Motor Show was an Italian-made *Parlor* long-distance coach, with some of the amenities that travellers are more accustomed to finding in airliners. The sitting-room shown is at the rear of the vehicle.



FRANCE. AMONG THE LUXURIES EXHIBITED IN THE ITALIAN-MADE LONG-DISTANCE COACH WAS A REFRIGERATOR FOR DRINKS.

A WINDOW ON THE WORLD—IV.



AT ONE OF THE U.S. NAVY'S LARGEST OVERSEAS BASES AND THEIR FIRST INSTALLATION IN EUROPE: THE SEAWARD END OF THE PARTIALLY COMPLETED FUEL PIER WHICH IS NOW UNDER CONSTRUCTION AT ROTA, ON THE ATLANTIC COAST OF SPAIN. WHEN THE PIER IS COMPLETED TWO T-2 TANKERS WILL BE ABLE TO OFF-LOAD FUEL SIMULTANEOUSLY.



AT ROTA: A SECTION OF THE 75-FT.-WIDE AND THREE-QUARTERS-OF-A-MILE-LONG TAXIWAY LEADING TO THE AIRSTRIP NEAR THE NAVAL AIR STATION.

ONE of the U.S. Navy's largest overseas bases is in course of construction at Rota, on the Atlantic coast of Spain, sixty miles north-east of the Strait of Gibraltar. It is one of the American bases which are being built in Spain under the ten-year agreement which was signed in Madrid in September 1953. Rota, which is already in commission although not yet completed, is the key to the United States defence programme in Spain. It is a breakwater-protected port and naval-air base and the starting-point of the 475-mile pipeline which terminates at Saragossa, in Aragon. Tankers will arrive at Rota to feed the pipeline and service aircraft-carriers. When completed the facilities at Rota will include a deep-water port for large ships, a fuel pier, storage tanks for petrol and oil, a "carrier pier" and a taxi-way to the nearby airstrip.



ON THE BEACH AT ROTA: GIANT PIECES OF CONCRETE, WEIGHING FROM 8 TO 25 TONS EACH, DESIGNED TO CURB WAVE ACTION IN THE BREAKWATER-PROTECTED PORT.



AT PALOS, FROM WHICH COLUMBUS SAILED TO DISCOVER AMERICA: A SPANISH GUIDE WITH A GROUP OF U.S. SERVICEMEN BENEATH A STATUE OF THE GREAT EXPLORER.



STANDING NEXT TO ONE OF THE GIANT CONCRETE "WAVE CURBERS": SPANIARDS WHO ARE WORKING ON THE CONSTRUCTION OF THE U.S. SEA-AIR BASE AT ROTA.



AGAINST A BACKGROUND OF QUARRIED ROCK: A U.S. SAILOR AT ROTA. THE ROCKS ARE BEING USED IN THE CONSTRUCTION OF THE HARBOUR BREAKWATER SYSTEM.

FROM 1688 TO WATERLOO—BY SIR WINSTON CHURCHILL.

*"A HISTORY OF THE ENGLISH-SPEAKING PEOPLES. Volume III. The Age of Revolution." By WINSTON S. CHURCHILL.**

An Appreciation by SIR JOHN SQUIRE.

AS was inevitable, Sir Winston's "History of the English-Speaking Peoples" becomes increasingly more panoramic as it goes on. Even before the War of Independence Britain and the American Colonies were so widely separated that the development of domestic affairs in either may easily be contemplated with very little reference to the other; and increasingly, with the passage of time, it is difficult to isolate the history of either (especially, until recent years, Britain) from that of the rest of the world. Two main results flow from this. One is that there is little room in such a work as this for such consideration of "Peoples," as distinct from Governments and Armies, as was devoted to our own People in certain notable books by J. R. Green and Trevelyan. The other is that the historian cannot wholly interweave his themes, but must hop about the world and treat them sectionally.

The range of view to which Sir Winston has been constrained by circumstance is well indicated by the opening sentences of his Preface: "During the period described in this volume, namely, from 1688 to 1815, three revolutions profoundly influenced mankind. They occurred within the space of a hundred years, and all of them led to war between the British and the French. The English Revolution of 1688 expelled the last Catholic King from the British Isles, and finally committed Britain to a fierce struggle with the last great King of France, Louis XIV. The

American Revolution of 1775 separated the English-Speaking Peoples into two branches, each with a distinctive outlook and activity, but still fundamentally united by the same language, as well as by common traditions and common law. In 1789, by force of arms and a violent effort, unequalled in its effects until the Bolshevik Revolution of 1917, France proclaimed to Europe the principles of equality, liberty, and the rights of man [I wonder why Sir Winston has substituted this last question-begging term for "fraternity," which has been enjoined for nearly 2000 years by the Christian religion, which is one, though its sects are many?]. Beneath these political upheavals, and largely unperceived at the time, other revolutions in science and manufacture were laying the foundations of the Industrial Age in which we live to-day. The religious convulsions of the Reformation had at last subsided. Henceforward Britain was divided for practical purposes by Party and not by Creed, and henceforward Europe disputed questions of material power and national pre-eminence. Whereas the older conceptions had been towards a religious unity, there now opened European struggles for national aggrandisement, in which religious currents played a dwindling part."

A comprehensive, sweeping, paragraph. But it is mainly held together by that word "Revolution." What was the "Glorious Revolution of 1688"—so termed by the victors? It was a change of dynasty, and a change of constitutional balance. A Whig oligarchy came into power

(succeeded later by their cousins in a Tory oligarchy who ran the country pretty well, from the House of Lords, during the Napoleonic Wars), but national life, and the rights of property, were little influenced: the Vicar of Bray could still proceed with position, powers, and prestige unimpaired—which he certainly couldn't have done during the French Revolution unless he had been the Prince-Bishop of Autun. That, locally, had little more effect than the Palace-Revolution under the Merovingian Kings: the one battle which was fought was that of the Boyne, where the Irish fought, not so much for a Stuart King, as for a Catholic King—as their fathers had fought for another Stuart at Marston Moor—to find, after the battle, that Cromwell's Old Testament Roundheads were butchering their wives as Scarlet Women and Whores of Babylon.

Even the so-called American Revolution was not a Revolution but an entirely-justified Rebellion. There was no topsy-turvydom in America after it—there was merely a break of allegiance because of intolerable conditions imposed by a German

He may find more things in common between his "English-Speaking Peoples"—who are now more numerous and more widespread than they were to his imagination when he embarked on his task—than he thought when, in his impulsive way, he set out.

"English-Speaking" to me means little: there are millions of Negroes who know no other language. An earlier term was "Anglo-Saxon": in my youth there was a periodical called "The Anglo-Saxon Review," of which (I may be wrong) I think that Sir Winston's beautiful and charming mother was Editor: that didn't work because the U.S.A., however solid its British basis, had been flooded by millions of people (including President Eisenhower's grandfather) who had no ancestral connection with Britain at all. Still, our tradition remains over there. It is a tradition partly of turbulence ("no, I'm damned if I will") and partly of loyalty. One of the most moving pages in this book is that in which Sir Winston describes the struggles between those who supported the American Rebellion and those who, out of sheer loyalty, resisted it. The United Empire Loyalists, who, with the names of Tory and Whig in vogue, murdered and were murdered wholesale, were despoiled, and 40,000 of them ultimately migrated to Canada in order to remain under the Flag.

That story is in Sir Winston's book. Many another story, too. He tells again the story of Marlborough's campaigns during the War of the Spanish Succession. He tells again the stories of the Wars in America, the story of the French Revolution, the story of the Peninsular War, the stories of Trafalgar and Waterloo. All those stories he tells well: trust him!

But, for all his eloquence and zest (and this energetic old man has, during his long and versatile life, mastered almost any art except that of being a bore—if he set himself to that he would be the most entertaining bore there ever was) he has been unable to compose all his elements into one picture—as he can so beautifully do when he is sitting in front of a literal, rather than a metaphorical, canvas.

So large a world has he had to survey that he has even missed some of those picturesque incidents which have always so irresistibly attracted him. For example, the Battle of Minden. It is barely mentioned, long after its date, in a reference to Lord George Germain [formerly Sackville], but there isn't a word said about the roses plucked that day, which are still remembered in the dissolving regiments of the British Army.

I may have suggested that Sir Winston has bitten off more than he, or anybody else, could chew in one volume. But so long as he enchants one by his narrative power, his eagerness, his honesty and his humanity, what does it matter?

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 662 of this issue.



INDIA IN THE TIME OF CLIVE AND HASTINGS.
Maps reproduced from the book "A History of the English-Speaking Peoples. Volume III. The Age of Revolution," by courtesy of the publishers, Cassell and Co. Ltd.

King of England, most of whose ablest subjects were bitterly opposed to his policy, which was that the inhabitants of the Colonies could be treated as dutiful subjects of Hanover. G. K. Chesterton, who used to write in this paper the page now adorned by Sir Arthur Bryant, said of that old encounter that "it was the revolt of an English Gentleman against a German King"—the Stars and Stripes, once thought to derive from Washington's ancestral, respectable, if not august, coat-of-arms, seemed to testify to it.

What will happen in Sir Winston's next volume I can hardly conjecture. He will surely be obliged to have chapters about the gradual, reluctant, conquest of most of India by the old Company, and one about the Mutiny, and one about the Crimean War—as well as one, or more, about the American Civil War, which had its repercussions here, and in which men of kindred race died in such numbers as still shocked the minds of civilised men, but which still was a local affair. He must surely, if he sticks to his theme, have chapters about the Conquest of the Western American Empire (rather resembling that of the Russian Empire, which also had only land-frontiers) from the Indians, the Spaniards, and the Mexicans.



THE REVOLUTION WHICH SEPARATED THE ENGLISH-SPEAKING PEOPLES INTO TWO BRANCHES: THE AMERICAN REVOLUTION—A MAP SHOWING THE NORTHERN THEATRE OF WAR, 1775-1783.

* "A History of the English-Speaking Peoples. Vol. III. The Age of Revolution." By Winston S. Churchill. Maps and a Genealogical Table. (Cassell; 30s.)



THE ROYAL FAMILY IN THE GROUNDS OF BUCKINGHAM PALACE.

This delightful photograph of the Queen and the Duke of Edinburgh with their children was taken in the grounds of Buckingham Palace, which cover an area of 40 acres and contain a large lake. It was released for publication a few days before her Majesty and the Duke departed on October 12 for their visit to Canada and the United States. This family photograph, and those recently taken during the Royal holiday at Balmoral, are very much in the tradition of the popular family groups taken during her Majesty's childhood

—photographs of which we are often reminded to-day by the close resemblance between Princess Anne and her Majesty as a child. It is fitting that such a family photograph should have been issued on the eve of her Majesty's departure for her Realm of Canada and for a State visit to the United States of America—two countries where the Royal family is held in high regard, and where millions of people would do much to have the Londoner's opportunities of catching a glimpse of this most popular family in the world.

Photograph by Antony Armstrong Jones.

THE 42ND INTERNATIONAL MOTOR EXHIBITION, SPECIAL SECTION.

A REVIEW OF SOME OF THE EXHIBITS AT EARLS COURT (OCTOBER 16-26).

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.MECH.E.

THIS has been an unusual year for the British Motor Industry. It started with a recession of business, of which the most—or, rather, the worst—was made in some political quarters. Then there was petrol rationing with all its dislocation and inconveniences to motorists, to the retail trade, to manufacturers and, of course, to the whole community.

But with the end of petrol rationing, with the advent of some unusually fine weather, and with

changed except in minor particulars, but nevertheless there are many improvements dictated by experience to be found in those cars which appeared at the last Show and which are being carried on into another year.

Technical progress is nowadays a matter of short steps, not of giant strides. It is to be seen in the increased specific power of a number of engines, and has been secured by raising the compression ratio, by the use of larger valves, and of

induction passages giving an easier flow to the ingoing gases.

Increased power involves greater stresses in engine components, and these are countered by the use of improved materials, such as heat-resisting steels for valves, and indium-lead-bronze bearings for crankshaft and big-ends. Chromium-plated top piston rings are used to combat wear.

More cars are being offered with automatic transmissions or semi-automatic two-pedal control, as optional extras. The overdrive is also increasingly popular, in a few cases as standard equipment but in many as an optional extra. Often a very wide choice of transmissions is available, ranging from the synchromesh gear-box as standard, plus

For the smaller cars semi-automatic two-pedal control appears more suitable by reason of its lower cost, and because it fulfils the needs of a large number of drivers in eliminating the clutch pedal and ensuring clean, quiet gear changes. There are various methods of accomplishing this, but while they differ in design they may be said to operate on the same broad lines, the clutch being actuated automatically and the gear-lever incorporating a switch governing mechanism which ensures synchronous engagement of the gears.

While the disc brake is standardised in a few cases on high-performance cars, as for the front wheels only of the Triumph TR3 and Aston Martin DB Mk. III, or for all four wheels of the Jensen and the Jaguar XK 150, it may now be specified as an extra on a number of others, such as the 2.4- and 3.4-litre Jaguars. It has been well proven in racing events, and its chief advantage lies in its freedom from brake fade owing to the better cooling resulting from the large area of the disc always exposed to the air-stream. With the drum brake it is sometimes difficult for the heat generated by braking to be dissipated rapidly enough.

With the early disc brakes rapid wear of the friction-pads was experienced, but that trouble has been largely overcome. It is also a very simple matter to change the friction-pads, merely by loosening two nuts, withdrawing the worn pads, and replacing them with new ones.

The orthodox drum brake is by no means outmoded yet, however, and there is a tendency to increase the width of its linings so as to provide a more generous frictional area. It is not usually possible to increase brake diameter very much, without adverse factors being introduced.

On some of the larger and faster cars the system of using two trailing shoes in the front drums, with vacuum servo assistance to aid the driver in applying them, has proved very satisfactory. Consistency of operation and freedom from fade are obtained.



ONE OF THE STANDARD MOTOR COMPANY'S TWO NEW MODELS: THE PENNANT, AN ECONOMICAL AND COMFORTABLE CAR, WHICH WITH THE STANDARD ENSIGN IS BEING INTRODUCED AT EARLS COURT THIS YEAR.

the easing of import restrictions in some of the overseas markets, the motor industry revived in no uncertain manner. The prophets of woe were confounded!

New models started to appear. In February the Vauxhall Victor was announced, and was dealt with as the Car of the Month in *The Illustrated London News*, dated April 6. In March the B.M.C. brought out the Austin A.55 Cambridge, a restyled and improved version of the previous A.50, and followed it up in April by launching the Wolseley 1500.

In March, too, the 3.4-litre Jaguar made its début, to be followed in May by the XK 150 models from the same stable. In that month Rootes brought out their new Humber Hawk, a completely redesigned model with integral construction, more passenger space, reduced frontal area, and very modern styling. The Hawk was the Car of the Month in the issue of June 1.

But these names do not exhaust the list, and recent introductions include the Jubilee range of the Hillman Minx, the Riley Two-Point-Six to replace the Pathfinder, and the Morris Oxford estate car known as the Traveller. Thus the period between the Shows of 1956 and 1957 has been marked by the introduction of an unprecedented number of new models, although they are rather like débutantes in that they have not yet been formally presented and will be making their bows at Earls Court.

It is true, of course, that they have been well publicised and are to be seen on our roads. But few will yet have had the opportunity to examine all of them closely and appraise them. It must also be remembered that the annual exhibition at Earls Court is a shop window for the World and his Wife, and that dealers from overseas markets gather there to compare the exhibits and assess their potential attractions for their particular territories.

Indeed, "the Show" proves just as interesting as it always is, despite the pessimistic views that have sometimes been expressed during the past few weeks. The more recently introduced cars are not

an overdrive as an extra, to the Manumatic two-pedal control or to the fully automatic gear-box.

Because of its cost the automatic transmission is restricted to the larger and more expensive cars, such as the Rolls-Royce, Bentley and Princess IV, on all of which it is standardised, although it may figure as an extra on some of the medium-sized and medium-priced cars such as the Morris Isis, the Jaguar range, and the Austin A.95 and A.105, to mention only a few.

The Rover 105R retains its own automatic transmission, the Roverdrive, consisting of hydraulic torque converter, single-plate clutch, two-speed and reverse gear-box, and Laycock de Normanville overdrive. This model figured as the Car of the Month in the issue of September 7.

It should, perhaps, be remarked that in the automatic transmission of the Rolls-Royce and Bentley a hydraulic or fluid coupling is used in conjunction with epicyclic gear trains, there being four distinct gear ratios. On the other hand, the Borg-Warner transmission, like the Roverdrive, utilises a fluid torque converter. This, with epicyclic gears, provides two driving ranges, intermediate and high, over which the gear ratios are infinitely variable within the limits of the design.



A CAR OF DIGNIFIED LINE AND BRISK PERFORMANCE: THE DAIMLER 3.1-LITRE ONE-O-FOUR SALOON, WHICH CAN BE OBTAINED WITH EITHER AUTOMATIC TRANSMISSION OR PRESELECTION FLUID TRANSMISSION, AND IS TO BE SEEN AT EARLS COURT.

Power assistance for steering makes somewhat slow progress, for the simple reason that it is an unnecessary refinement on all but the really large cars. It figures on some such cars from the U.S., is standard on the Princess IV, and is optional on the Rolls-Royce. It certainly eases the task of manoeuvring at low speed a heavy car with large section low-pressure tyres.

Turning now to some particular examples of technical progress, the Series 2 Hillman Minx engine has been given a high torque camshaft. The effect is to increase the torque from 837 lb. in. at 2400 r.p.m. to 864 lb. in. at 2200 r.p.m., and

(Continued on page 646.)



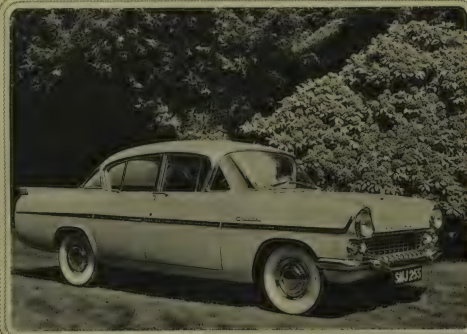
A PLEASING MODEL OF THE SINGER RANGE: THE NEW SINGER GAZELLE CONVERTIBLE, WHICH IS BEING INTRODUCED AT THIS YEAR'S SHOW.



THE NEW JUBILEE HILLMAN MINX SALOON, WHICH HAS IMPROVED ENGINE PERFORMANCE, GREATER ELEGANCE AND IS VERY KEENLY PRICED.

At the Motor Show, at Earls Court, the most important of the international motor exhibitions, there are this year over 300 cars on view—a record number—and car manufacturers of seven countries—Great Britain, France, Germany, Italy, Czechoslovakia, the United States and Canada—are represented. The Show, which was to be opened by the Prime Minister on October 16, continues until October 26, and this

[Continued below.]



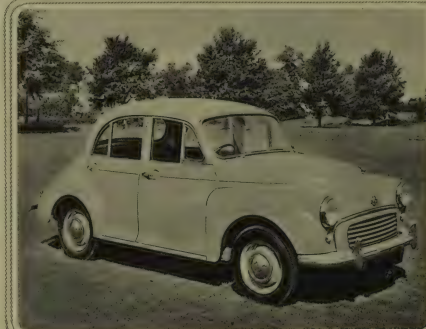
ONE OF THE LATEST RANGE OF VAUXHALL CARS OF COMPLETELY NEW BODY DESIGN: THE NEW VAUXHALL CRESTA.

[Continued.] year it is a particularly proud occasion for the British motor industry, which has recently recovered its position from West Germany as the leading car exporter to the United States. Furthermore, the British industry has regained from West Germany the position of the world's leading car exporter. The Motor Show itself plays an important part in the export drive. Last year's exhibition was seen by nearly 17,000 overseas visitors (compared with 850 in 1948), and this year an even greater number is expected. The home attendance figure last

AT EARLS COURT: SOME OF THE CARS TO BE SEEN IN THE 42ND



A CAR OF HIGH PERFORMANCE AND SMART APPEARANCE: THE NEW AUSTIN A105. IT HAS SLOTTED WHEEL DISCS TO ASSIST BRAKE COOLING.



A WORTHY AND LIVELY SUCCESSOR TO ITS WELL-KNOWN FORBEARS: THE MORRIS MINOR 1000.



AN ELEGANT AND LUXURIOUSLY FITTED-OUT SALOON: THE ROVER 105 S, WHICH IS POWERFUL AND HAS AMPLE PASSENGER SPACE.

year was 497,000. Among the main trends at the Show this year, which are discussed more fully elsewhere in this issue by our Motoring Correspondent, Colonel Clease, is the increasing use of various forms of automatic transmission. Two-pedal control (semi-automatic transmission) is now becoming more widely

LATEST FAMILY AND MEDIUM-SIZED INTERNATIONAL MOTOR SHOW.



WITH SLEEKER LINES AND GREATER POWER: THE NEW HUMBER HAWK, WHICH CAN BE FITTED WITH OVERDRIVE OR AUTOMATIC TRANSMISSION.



THE NEW 14 H.P. STANDARD: THE ENSIGN SALOON, WHICH IS BEING INTRODUCED AT EARLS COURT THIS YEAR.



A COMFORTABLE AND SPEEDY CAR, WHICH HAS PROVED INCREASINGLY POPULAR SINCE ITS INTRODUCTION: THE M.G. MAGNETTE.

available in the smaller cars, and the move towards incorporation of fully-automatic transmission in larger cars is continuing. Overdrive units are also becoming more popular, in the smaller as well as the larger types of car. Among the new cars which have become available and which are to be seen at the Show

[Continued above, right.]



A FOUR-DOOR, 1½-LITRE SALOON WITH BRISK POWERS OF ACCELERATION: THE NEW WOLSELEY FIFTEEN HUNDRED.



ONE OF THE FRENCH MODELS AT THE MOTOR SHOW: THE RENAULT FREGATE, WHICH IS FITTED WITH THE RENAULT TRANSLUIDE AUTOMATIC TRANSMISSION.

[Continued.] there are new British miniature cars, additions to the range of estate cars, and further versions of already famous models. Other improvements which are notable features of the Show are increased engine efficiency; greater economy in fuel consumption; new colour ranges and duo-tone schemes and the appearance of more production models fitted with disc brakes. In addition to the

[Continued below.]



DESIGNED AS A LONG-DISTANCE FAST TOURING LUXURY SALOON: THE RILEY TWO-POINT-SIX, WHICH IS CAPABLE OF OVER 100 M.P.H.

[Continued.] car section at the Show, there are several others in which are displayed the latest examples of carriage work, accessories and components, motor boats and marine engines, transport service equipment, and caravans. Of the makes of car to be seen, 34 are British, 15 are from the United States and Canada, 7 are French, 9 German, 3 Italian and 1 Czechoslovakian. On Stand 64 is the motor industry Research Association's interesting experimental torque converter, designed to replace the clutch and gear-box.

THE CARS OF YESTERDAY.



THE CARS OF TODAY.



HOW MANY OF THESE CARS CAN YOU RECOGNISE ON THE ROAD? A SELECTION OF MODERN CARS, AND SOME TYPICAL MODELS OF A BYGONE AGE.

In the world of motoring, as Colonel Cleave writes in his article on the Motor Show, technical progress is these days a matter of short steps, not of giant strides. But the fundamental changes in car design, which have come about by means of gradual, year-to-year improvements, are clearly shown by a comparison of the older and the new models illustrated above. What, of course, cannot be seen is the improvement in performance—a field in which there have been developments of equal magnitude. Our readers may like

to test their knowledge of modern British cars by identifying those above and afterwards referring to the key which follows. (To make the cars a little harder to identify, names of makers and models on the bodywork have been toned down in our reproduction.) The cars illustrated are: (1) Wolseley 1500; (2) Riley Two-Point-Six; (3) Sunbeam Rapier; (4) Austin A.35; (5) M.G. MGA; (6) Jaguar Mark VIII; (7) Rover 105 R; (8) Daimler One-O-Four Saloon; (9) M.G. Magnette; (10) Jubilee Hillman Minx;

(11) Humber Hawk Saloon; (12) Vauxhall Cresta; (13) Rolls-Royce Silver Cloud; (14) Austin A.105; (15) Wolseley Six-Ninety; (16) Morris Minor 1000; (17) Ford Zephyr; (18) Ford Zephyr; (19) Vauxhall Victor Super; (20) Austin A.55; (21) Standard Ten Estate Car; (22) Morris Oxford; (23) Morris Isis; (24) B.M.C. Princess IV. Since the Motor Show last year an unusually large number of new models have been introduced. Although many of these have already been seen on the road,

the Motor Show is providing the first opportunity for many people of examining them in more detail. Among the latest cars on display are new British miniature and estate cars, and further versions of already famous models. Other notable developments to be seen at Earl's Court are improvements in engine construction to give increased power and performance. Improvements in braking and the increasing popularity of the overdrive and of different forms of automatic transmission are other features of this year's Show.

A REVIEW OF SOME OF THE EXHIBITS AT EARLS COURT.

[Continued from page 641.]

although the maximum power remains the same, 51 b.h.p., it is developed at 4400 r.p.m. instead of 4600 r.p.m. To the non-technical this may be more plainly stated as giving livelier acceleration at lower engine speeds and improved top-gear performance.

Although the new Vauxhall *Velox* and *Cresta* were only announced a few days ago, their new 6-cylinder engines and all-synchromesh gear-boxes have been in production and have been fitted in the previous E-type 6-cylinder models during the last four months. They are, therefore, well tried.

As is to be expected, the new engine incorporates some of the features introduced in the *Victor*, such

The 2639-c.c. engine has twin S.U. carburettors and with a compression ratio of 8.3 to 1 the power developed is 101 b.h.p. at 4750 r.p.m. The front brake-drum diameter has been increased by $\frac{1}{8}$ in. to 11 $\frac{1}{8}$ ins. and the lining width by $\frac{1}{8}$ in. to 2 $\frac{3}{8}$ ins. A vacuum servo provides assistance for brake application, so that pedal pressures are kept low. Many Riley enthusiasts will be glad to see that the floor-mounted gear-lever is retained.

On the 219 and 220S 6-cylinder Mercedes cars the Hydrak automatic clutch is an optional extra, the unit consisting of a fluid coupling to take up the drive smoothly, followed by a plate clutch controlled by a vacuum servo which comes into use for gear-changing. A switch in the gear-lever actuates a control valve which ensures synchronous engagement. It is interesting to recall that the fluid coupling and the fluid torque converter were invented by a German marine engineer, Dr. Föttinger, in 1905.

On the Mercedes type 300 petrol injection is used, but whereas on the Mercedes racing cars and on the 300SL it is direct into the cylinders, on the type 300 it is into the inlet ports. The system is somewhat complex as it includes devices to compensate for ambient air temperature to give easy starting, for engine temperature, and for throttle opening. The compression ratio has also been increased from 7.5 to 1 to 8.55 to 1, the output being raised from 136 b.h.p. at 4500 r.p.m. to 180 b.h.p. at 5500 r.p.m.—a very

pushbuttons in the hub of the steering-wheel select the range in which the transmission is required to operate.

In France cars with engines over about 2 $\frac{1}{2}$ litres are very heavily taxed and the two Facel Vega models, the *F.V.S.* two-door, four-seater coupé and the *Excellence* four-door saloon, are the only examples left in the large engine class. They were originally designed to appeal to the American market, and appear at Earls Court for the first time. Both have tubular steel chassis, the wheelbase of the *F.V.S.* being 8 ft. 9 ins. and of the *Excellence* 10 ft. 5 ins., with an improved and lighter V-eight Chrysler *Typhoon* 5-litre engine which develops 260 b.h.p. at 4600 r.p.m.

The *Excellence* is a pillarless design of very striking appearance, and the door windows wind right down so that the sides are then unobstructed above the waistline. The bodies are of pressed and welded steel construction, and an interesting detail is that bumpers, wheel discs, and all external bright work is of stainless steel. The *F.V.S.* model featured as the Car of the Month in the issue of December 1, 1956.

In complete contrast to the large and powerful luxury cars are the diminutive German *Goggomobil*, and the *Frisky*, both good examples of the very small class of vehicle which has been given the name "minicar." The *Goggomobil* has an air-cooled twin two-stroke engine of 293 c.c. at the rear, a wheelbase of 5 ft. 11 ins., and is built to carry two adults and two children. The *Frisky*, made by Meadows at Wolverhampton, has an even shorter wheelbase, 5 ft. 5 ins., a 250-c.c. air-cooled twin two-stroke power unit and a narrow rear track. It also accommodates two adults and two children.

Integral construction, in which the steel body shell carries the mechanical units, there being no separate chassis frame, has long been followed for small cars, but its use is now extending to cars of much larger size, such as the 2.4- and 3.4-litre Jaguars, the Humber *Hawk*, and the new Vauxhall *Velox* and *Cresta*.

All-metal construction is also now a feature of many of the special bodies produced by the famous coach-builders. While Park Ward employ a fabricated steel framework, and aluminium panels and full-flow wings, for the Rolls-Royce *Silver Wraith* enclosed limousine, their Bentley *Continental* drophead coupé is of light alloy construction to save weight. Hooper and Co. use a framework of aluminium alloy sections and Alpac light alloy castings, clad with panels of aluminium, for two Rolls-Royce *Silver Wraith* limousines, and also for a Bentley saloon.

The long-wheelbase *Silver Cloud* has the same specification as the standard model, automatic gear-box, servo-assisted brakes, ride control, centralised chassis lubrication and power-assisted steering as an extra, but it allows a division to be fitted between front and rear compartments.

The weight-saving possibilities of light alloy are well demonstrated by a four-door saloon by H. J. Mulliner on a Bentley *Continental* chassis, the weight having been kept down to that of their two-door Bentley *Continental* saloon but without any sacrifice of strength and rigidity. The owner who requires the convenience of a four-door design should not, therefore, experience any loss of performance. Apart from the easy access to both front and rear seats there is also the advantage of

greater luggage space with the four-door design.

Reinforced fibre-glass lends itself well to the moulding of bodies in small numbers, and sections can be produced that it would be impossible to press out of steel. The Jensen body is a striking example of what can be achieved by the use of fibre-glass, both as regards lines and finish.

No visitor to Earls Court should miss the accessories and equipment displays. Fog-lamps, screen-washers, heaters and defrosters, or the latest in disc brakes or in air-conditioning, there is something of interest to the owner of every car, small or large.



A VEHICLE WHICH PROVIDES LIVING AND DINING FACILITIES FOR FOUR PEOPLE AND COMFORTABLE BEDS FOR TWO, AND WHICH IS TO BE SEEN AT EARLS COURT: THE PURCHASE-TAX-FREE BEDFORD DORMOBILE CARAVAN, HERE SHOWN WITH ITS EXTENSIBLE ROOF OPENED.

as individual instead of Siamesed inlet ports, larger inlet valves and improved induction tract. Also the cylinder block extends down well below the crankshaft centre line, giving greater stiffness to the structure and so smoother running, which is aided by a torsional vibration damper at the front end of the crankshaft.

The over-square engine dimensions are unchanged but performance is improved, and with a 7.8 to 1 compression ratio the gross output is 82.5 b.h.p. at 4400 r.p.m. The Zenith 34 VNT carburettor has an automatic choke, facilitating starting and warming up.

Driving in traffic and in very hilly districts is certainly simplified by the provision of synchromesh for first gear, as on the *Victor* as well. The brakes are also improved, wider linings giving an increase of 37 per cent. in the total lining area, which is now 138 sq. in.

In appearance the *Velox* and *Cresta* strike a new note with a sweeping roof line. They are long, wide and low, the overall height being 4 ft. 9 ins. or 4 $\frac{1}{2}$ ins. lower than their predecessors. Both windscreen and rear window have an unusual amount of wrap round, the rear window being in three panels. Other distinctive features are the wide, shallow grille and the finned rear wings.

Technical changes in the Riley *Two-Point-Six* are the C-series B.M.C. 6-cylinder engine in place of the 4-cylinder, the Lockheed *Brakemaster* braking system with leading and trailing shoes in all drums, and a higher final drive ratio of 3.9 to 1 instead of 4.1 to 1.



A CAR OF PLEASINGLY SIMPLE LINES: THE FORD ZODIAC, WHICH IS ON VIEW AT EARLS COURT.

considerable rise, which suggests that other modifications have also been made.

The tendency to increased compression ratios has already been mentioned, but in this respect the latest range from the Ford Motor Company of America, the *Edsel*, has the unusually high compression ratio of 10.5 to 1 for both the 6-litre and 6.7-litre V-eight engines, the outputs of which are respectively 303 b.h.p. and 345 b.h.p. In its styling the *Edsel* shows European influence and reverts to a vertical grille; it also has less bright ornamentation than is usually associated with American cars. On the de luxe models

AT THE MOTOR SHOW: SPORTS CARS AND ESTATE CARS.



THE NEW AUSTIN A.95 COUNTRYMAN, A USEFUL ALL-ROUND VEHICLE WITH ROOMY INTERIOR. THE BACK SEATS CAN FORM A BED.



A HANDSOME SPORTS CAR WITH A FINE RACING PEDIGREE: THE AUSTIN HEALEY HUNDRED SIX, WHICH HAS A 6-CYLINDER, 2639 C.C. ENGINE.

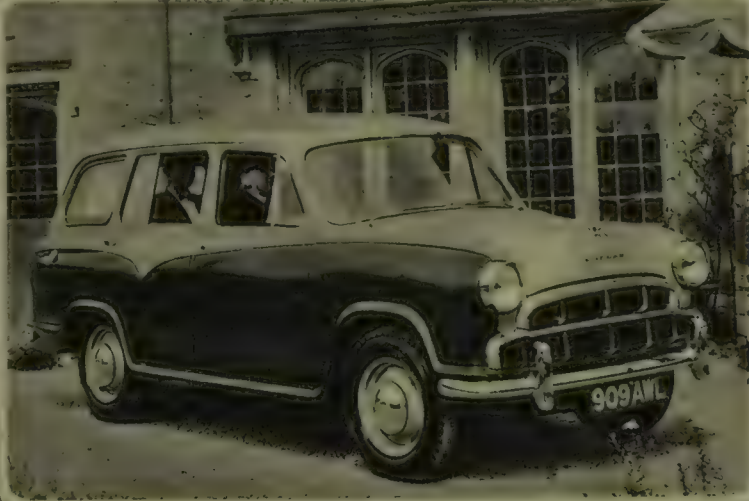


THE M.G. MGA TWO-SEATER, A SPORTS CAR WHICH HAS BASICALLY THE SAME ENGINE AS THE RECORD-BREAKING M.G. EX. 181.

BRITISH sports cars, with their deservedly high reputation, and the increasing range of British estate cars are fully presented at this year's Motor Show. Notable new estate cars are the

[Continued opposite.]

(Right.) A STURDY CAR WHICH CAN BE USED FOR WORK AND PLEASURE AND WHICH HAS AN ALL-STEEL BODY: THE NEW MORRIS OXFORD TRAVELLER.



THE JAGUAR XK 150 DROPHEAD COUPE, WHICH, WITH ITS PADDED AND LINED COUPE TOP, COMBINES THE BEST FEATURES OF OPEN AND CLOSED BODYWORK.

[Continued.]

Austin A.95 Countryman, the all-steel Morris Oxford Traveller, Series IV, and the Singer Gazelle. Of the sports cars, the Jaguar XK 150 Drophead Coupé, in addition to its vivid performance on the road, combines the best of two worlds, having a fully padded and lined coupé top which effectively and completely conceals the hood mechanism.



A LUXURIOUS MODEL WHICH HAS ONLY RECENTLY BEEN INTRODUCED: THE SINGER GAZELLE ESTATE CAR.



A MODERATELY-PRICED SPORTS CAR WHICH HAS PROVED POPULAR AND SUCCESSFUL: THE TRIUMPH T.R.3.

ARISTOCRATS OF THE ROAD: FINE COACHWORK AT EARLS COURT.



THE MOST LUXURIOUS SALOON EVER PRODUCED BY THE JAGUAR COMPANY: THE MARK VIII, WHICH HAS A MAXIMUM SPEED OF OVER 100 M.P.H.

(Above.)
AN EXAMPLE OF PERFECTION IN COACHWORK: THE ROLLS-ROYCE LONG-WHEELBASE *SILVER CLOUD*.

THE aristocrats of the car world, with their superbly finished gleaming coachwork and their many special refinements, are once again well represented at Earls Court, with models from America and Germany as well as from British manufacturers. Rolls-Royce are exhibiting two *Silver Wraiths* and two *Silver Clouds*. The *Silver Cloud* which we illustrate has an extended wheelbase which makes possible the fitting of an adjustable division between the front and rear compartments. Automatic transmission is standardised on the Rolls-Royce and Bentley models and on the *Princess IV*, which is also fitted with power-assisted steering. A striking example of American ingenuity is the automatically-folding metal hood of the drop-head coupé Ford Fairlane Skyliner.



THE BRITISH MOTOR CORPORATION *PRINCESS IV*, A LUXURIOUS CAR FITTED WITH AUTOMATIC TRANSMISSION AND POWER-ASSISTED STEERING.



A FINE AMERICAN DROP-HEAD COUPÉ WITH AN AUTOMATICALLY-FOLDING METAL HOOD: THE FORD FAIRLANE SKYLINER.



A GERMAN CAR OF GREAT POWER AND PLEASING DESIGN: THE MERCEDES-BENZ 300, WHICH HAS A FUEL-INJECTION ENGINE.

HOW THE ANCIENT GREEKS TRANSPORTED SHIPS OVER THE ISTHMUS OF CORINTH: UNCOVERING THE 2550-YEAR-OLD DIOLCOS OF PERIANDER.

By NICHOLAS M. VERDELIS, Ephor of the Antiquities, Corinthia and the Argolid, and Director of the Excavations.

The translation of this article into English has been done by my friend and colleague Mr. Eugene Vanderpool, of the American School of Classical Studies at Athens, to whom I express my warmest thanks. N.M.V.

NOT only in modern times, but in antiquity as well, people have often considered the possibility of digging a canal across the narrowest part of the Isthmus of Corinth, in order to avoid the risks of sailing around the Peloponnesus, and to speed up navigation between the Ionian and the Ægean Seas.

According to tradition, it was Periander, tyrant of Corinth (625-585 B.C.) and one of the Seven Wise Men of ancient Greece, who first conceived the idea of digging such a canal, but he never proceeded to the execution of his plan.

The same project afterwards engaged the attention of Demetrius Poliorcetes (337-283 B.C.), but he, too, abandoned the enterprise on his engineers' advice. They asserted that the digging of a canal across the Isthmus would cause the submersion of the islands of the Saronic Gulf, because of the difference in sea-level between the Gulf of Corinth, on the one hand, and the Saronic Gulf, on the other.

After Demetrius other great men dreamed of carrying out this bold work, but the Emperor Nero was the only one who actually began cutting a canal through the Isthmus (A.D. 67); even he, however, did not complete it (Fig. 3). Many centuries were to elapse before the canal finally became a reality in the year 1893 (Fig. 4).

But even though the technical means available in antiquity did not permit the digging of a canal, the ancient Greeks did devise a means of transporting ships between the Gulf of Corinth and the Saronic Gulf. To this device they gave the name of *diolcos* from the Greek verb *diolkō*=haul. The references to the *diolcos* in ancient authors are few and of a very general nature, but there is no doubt that it was in use from an early date, as is proved by passages in Thucydides (III, 15, 1; VIII, 7), and Aristophanes (Thesmophoriazusaë 647).

According to Strabo (IX, 6, C. 369) the *diolcos* was located "at Schoenus," that is near the present village of Kalamaki, on the Saronic Gulf. Other ancient writers, however, such as Pliny (N.H., IV, 10) and Hesychius (s.v. *diolkos*), mention the harbours Lechaion and Kenchreai in connection with the *diolcos*, and this has caused some modern investigators to assume that the harbours of Corinth were the starting-points of the *diolcos*. That Strabo's information is correct has been proved by recent excavations, described below, and the apparent conflict with the other writers is simply due to the fact that the two harbours of Corinth must have been used for trans-shipping the cargo so that the ships themselves could be hauled across empty (Fig. 2).

Among those who have studied the *diolcos* in modern times the most worthy of mention is the late Harold N. Fowler, who, among other shrewd observations (see *Corinth*, I, 49 ff.), fixed its starting-point on the Gulf of Corinth by finding some actual remains, just south of the western mouth of the canal (Figs. 4 and 5).

The excavations, which have been carried out in the last two years at the expense of the Greek Ministry of National Education, have uncovered a considerable stretch of the *diolcos* (Fig. 2), and it is now possible to draw more correct conclusions about the date and the method of construction and operation of this important engineering work of antiquity.

A chance discovery led to the excavations. A bulldozer working in the area of the Military Engineers' School at Poseidonia, on the mainland side of the canal, struck against an ancient stone foundation and detached some blocks from it (Fig. 10). Having been advised of this fact, I went to the spot, and realising that the foundation in question was a part of the *diolcos*, I decided to undertake a scientific excavation.

The main part of the excavation was carried out in the above-mentioned place, and here I brought

to light a well-preserved part of the *diolcos*, 160 metres in length (Figs. 6, 11, 12, 13, 14). I also extended my research beyond the area of the main excavation in order to determine the whole course of the *diolcos*. I made some soundings to the south-west of the school area on the Peloponnesian side, and also to the east of the

system must have been used at the Saronic Gulf end of the *diolcos*.

The construction of the *diolcos* is thus quite simple, over most of its length. About midway in the section uncovered in the School area, however, it is more complicated. Here we find two parallel walls set on top of the pavement (Fig. 10), one of them 3 ft. 7½ ins. (1.10 m.) wide, the other 2 ft. 11½ ins. (0.90 m.) wide; the distance between them is 4 ft. 11 ins. (1.50 m.). These parallel walls are preserved for a distance of 16½ yards (15 m.), but it is certain that they extended eastward another 14½ yards (13 m.), though here they have been destroyed by the bulldozer. Where these walls exist, the grooves in the pavement are lacking (Fig. 10), which shows that the walls are not a later addition but are part of the original design. At their western



FIG. 1. LETTERS AND A MONOGRAM (IN THE EARLY LOCAL ALPHABET OF CORINTH) WHICH HAVE BEEN DISCOVERED CARVED NEAR THE PARALLEL WALL SECTIONS OF THE DIOLCOS. POSSIBLY "ROAD SIGNS" TO THOSE OPERATING THE PORTAGES.

main excavation area (Fig. 8) just opposite the place where the so-called Nero relief, which is carved in the south bank of the canal, is located (Fig. 9).

By means of these explorations the course of the *diolcos* has been exactly fixed, from its starting-point on the Gulf of Corinth for a distance of more than 1640 yards (1500 m.) to the east. What remains to be done in coming years is to make soundings further to the east in order to determine the whole course of the *diolcos* to its end on the Saronic Gulf.

From the sections uncovered to date it has been shown that the *diolcos* did not run in a straight line, but in great sweeping curves (see Fig. 2). These curves, which will surely be repeated in the continuation to the east, are evidently designed to give as gentle a grade as possible in the climb to the saddle of the isthmus, 295 ft. (90 m.) above sea-level.

The construction of the *diolcos* is simple. It is a road paved with slabs of limestone and in its surface are two deep parallel grooves 4 ft. 11 ins. (1.50 m.) apart (Figs. 6, 12, 14). In these grooves

end these walls are only 3½ ins. (0.10 m.) high, but they rise to a height of 1 ft. 2½ ins. (0.36 m.) at the point where they are now broken off. From here we may assume that their height decreased again gradually to their eastern end, so that their top surface will have formed a gentle curve. The inner faces of these walls are slightly concave, and traces of wheel marks are to be seen on the pavement between them. The outer face of the northern foundation is also slightly concave. Since these low walls occur at a point where there is a relatively sharp curve and a fairly steep slope,

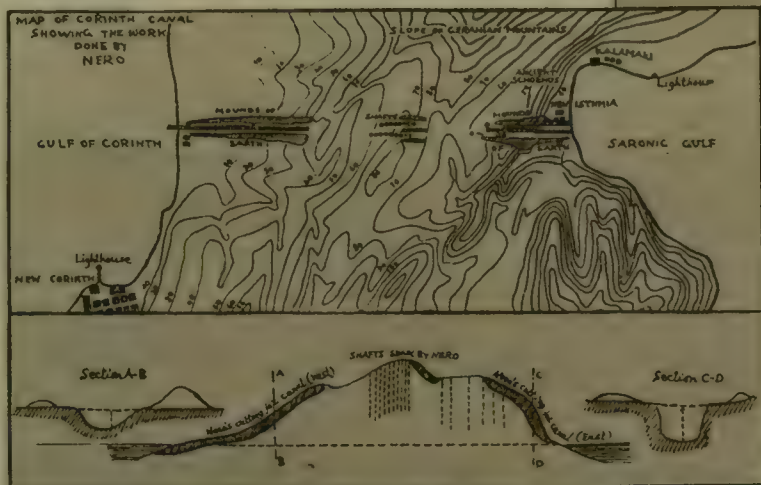


FIG. 3. THE ONLY SERIOUS ANCIENT ATTEMPT AT CUTTING A CORINTH CANAL: A MAP AND SECTION OF THE WORK DONE UNDER THE EMPEROR NERO'S DIRECTION, c. A.D. 67.

From "Corinth," I, p. 58, fig. 25 (after Gester).

ran the wheeled trolley carrying the ships. The motive power was probably furnished by slaves.

The width of the road varies from 11 ft. 5½ ins. to 16 ft. 4½ ins. (3.50 to 5 m.), but at its starting-point, near the western mouth of the canal, the width reaches 32 ft. 9½ ins. (10 m.) (Fig. 5). In this latter section of the *diolcos* there are no grooves. It seems, therefore, that rollers were used to haul the ships out of the sea, and we may assume that the wheeled trolley did not go down to the very edge of the water. The same



FIG. 2. THE WESTERN END OF THE CORINTH CANAL, SHOWING THE CURVING LINE OF THE DIOLCOS. THE SECTIONS ACTUALLY EXCAVATED ARE SHOWN BLACK.

and since the normal grooves are here lacking, we may assume that the walls replace the grooves and are designed to help the trolley round the curve and prevent it from running off the pavement.

On the pavement beside these low walls various letters are carved, the monogram Λ and the single letters Δ , Φ , Θ (= Θ) and Σ (= E) (Fig. 1). These letters may have served somehow as guides to the persons engaged in helping the ships around this dangerous curve. The two latter letters are repeated at a point opposite the "Nero relief", where there is also a sharp curve. At another point about 32½ yards (300 m.) from the western end of the *diolcos* the letter Γ (= I) was found.

These letters, which show by their shape that they belong to the early local alphabet of Corinth, may be dated to the end of the seventh or the beginning of the sixth century B.C. We thus have a sure clue to the date of the *diolcos*. A few fragments of pottery found in the earth on either side of the pavement and on the same level confirm this date.

[Continued overleaf.]

HOW PERIANDER, ONE OF THE SEVEN WISE MEN OF ANCIENT GREECE, TRANSPORTED



FIG. 4. THE WESTERN ENTRANCE TO THE CORINTH CANAL AS IT IS TO-DAY. THE BEGINNING OF THE *DIOLCOS* LIES TO THE SOUTH (I.E., RIGHT) OF THE MOUTH.

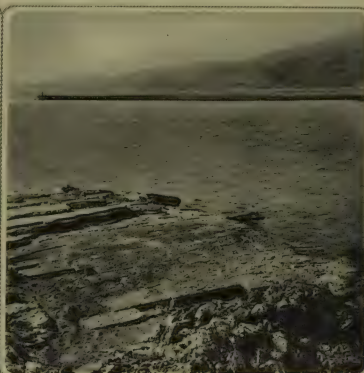


FIG. 5. THE WESTWARD END OF THE *DIOLCOS*, OR PAVED PORTAGE, OVER THE ISTHMUS OF CORINTH, WHICH LIES JUST SOUTH OF THE WEST END OF THE CANAL.



FIG. 6. A NEWLY UNCOVERED STRETCH OF THE *DIOLCOS*, SOME 175 YARDS (160 M.) LONG, NEAR THE MILITARY SCHOOL AND SEEN HERE FROM THE NORTH-WEST.



FIG. 7. THE LOW "PARALLEL WALLS" WHICH AT SOME POINTS REPLACE THE GROOVES IN THE *DIOLCOS* AT POINTS WHERE THERE IS A CURVE AND A SLOPE.



FIG. 8. A SMALL EXCAVATION IN A RAILWAY EMBANKMENT, OPPOSITE THE SO-CALLED "NERO RELIEF," SHOWING A FEW STONES OF THE *DIOLCOS*.



FIG. 9. THE SO-CALLED NERO RELIEF ON THE SOUTH BANK OF THE CORINTH CANAL. NERO INITIATED A MAJOR ATTEMPT TO CUT A CANAL IN C. 67 A.D.



FIG. 10. PART OF THE *DIOLCOS* IN THE MIDDLE SECTION WHERE THE GROOVE IS ABSENT, PARALLEL WALLS HAD BEEN SHEARED AWAY BY A BULLDOZER.

[Continued.]

It is therefore certain that the *diolcos* was constructed at the end of the seventh or the beginning of the sixth century B.C. This date corresponds with the date of Periander's tyranny at Corinth. We have already seen that, according to tradition, Periander was the first to contemplate the digging of a canal. We know, too, that in his day Corinth's trade was at its height. We need not be surprised, therefore, to find that the *diolcos*, which was constructed chiefly to serve Corinthian trade, was the work of Periander. Ancient authors

who speak of the *diolcos*, which remained in use until the ninth century A.D., refer only to the passage of warships. This is natural, for it is only its use in time of war that is related to historical events. But there can be no doubt that it was also used by commercial ships. In this case the ships will have been carried across without their cargo, which will have been transported in wagons from Lechaion to Kenchreai, or vice versa, and then reloaded.

SHIPS ACROSS THE ISTHMUS OF CORINTH.



FIG. 11. THE FULL LENGTH OF THE EXCAVATED SECTION OF THE *DIOLCOS* IN THE AREA OF THE MILITARY SCHOOL, PHOTOGRAPHED HERE FROM THE NORTH-EAST.



FIG. 12. WHERE THE TROLLEYS CARRYING THE SHIPS OF THE ANCIENT GREEKS RAN IN MAKING THE PORTAGE FROM THE GULF OF CORINTH TO THE SARONIC GULF.



FIG. 13. A CLOSE-UP OF THE SOUTH FACE OF THE *DIOLCOS* IN A "PARALLEL-WALLS" SECTION, SHOWING ITS CONSTRUCTION FROM LIMESTONE SLABS.



FIG. 14. A SECTION OF THE *DIOLCOS* WHICH SHOWS CLEARLY HOW THE GROOVES GIVE WAY TO A "PARALLEL-WALLS" SECTION AT A COMBINED CURVE AND SLOPE.



THE WORLD OF SCIENCE.



SHREWS' PEACEFUL CO-EXISTENCE.

By MAURICE BURTON, D.Sc.

EVERY autumn the shrews die off in numbers, and it is then a common sight to see one lying on the path. So each year we are reminded of the mediæval belief that a shrew could not cross a human footpath and live. In these more rational times we explain the annual phenomenon in different terms. The life span of a shrew is, at most, fifteen months, so that in autumn the generation born the year before is naturally dying off. Being so small, a dead shrew lies unnoticed except on bare ground, which is, as often as not, a footpath. This explanation, however reasonable, does not explain everything. In the first place, we need to account for the shrew being at the surface, when its more usual habit is to move about in burrows or in surface runs. Then there are the shrews seen tottering across the footpath as if paralysed, and sometimes actually dropping dead at one's feet. Having once seen this, it is easy to understand the ancient folklore, as well as the more modern idea, which held sway until recently, that shrews readily died of shock.

Recently, I have had several instances of behaviour bearing directly on how readily shrews do or do not die from shock, and the answer is that they can stand a lot of punishment. The first occurred when one of our pet shrews escaped while food was being put in its cage. My daughter bent down to pick it up and, as she straightened up, the shrew bit her hand. She dropped it, a fall of 3ft. Immediately she stooped again, caught it, and it lived happily ever after—or, at least, for its allotted span. The second instance occurred when my elder son, cycling home, saw a shrew on the road. He dismounted and put the shrew in the basket on the back of his bicycle. Then he cycled home with all speed, to find on his arrival that the shrew had escaped. He rode back and by sheer chance met someone who had been walking on the path at the side of the road and had actually seen the shrew jump from the basket, run across the road and, apparently unharmed, disappear under the hedge.

An even better instance came in a letter. The writer told of picking up a shrew, which settled happily in her hand, whereupon she called her husband to see it. As he came towards her the shrew ran up her arm and started to go down the back of her neck. Her husband, as she put it, knocked the shrew rather roughly to the ground, and the next moment, when they looked round, it was sitting on its haunches eating a large beetle held in the front paws.

Our fourth episode was with a pygmy shrew, tottering on the path, obviously moribund, dragging its hind legs, falling over every now and then, getting on to its feet, tottering, only to fall again. This one died and we found its fur infested with mites, which may or may not have been the cause of its troubles. One puzzling thing was that as it struggled along it panted, but first the right-hand side of the chest moved with the breathing action, then the left-hand side, and so on alternately.

British shrews have received a fair amount of attention in recent years, especially from Dr. Peter Crowcroft, whose book, *The Life of the Shrew*

(Reinhardt; 15s.), has just appeared. It is not possible to review this book, since it has been my pleasure to write an introduction, but the appropriateness of the season, the adventures with shrews I have described, the publication of the book and the very fine photographs taken recently by Geoffrey Kinns, compel me to write about the animals themselves. It is also an opportunity to deal with one unusual feature in their lives.

Two kinds of shrew have contributed to our folk-lore by being found dead on the footpaths.

the weight is 3-6 gram. The common shrew has a head-body-length of 70-85 mm., tail 35-45 mm. and weight 8-12 gram. The pygmy shrew is sandy-brown and never has white ears, and its tail is hairy and usually exceeds two-thirds of the body-length. The common shrew is sandy-brown to chocolate, frequently the ears are white and the smooth tail never exceeds two-thirds of the body-length.

Another difficulty in distinguishing between them is that they both occupy the same habitat, even the same burrows, the common shrew making the burrow and the pygmy using it. By contrast, they do not occupy the same range. The pygmy shrew is the most widely distributed, but not the most numerous, being found over the whole of England, Scotland, Wales and Ireland, as well as most of the islands, including the Outer Hebrides, Orkneys and Shetlands. The common shrew is not found in Ireland, the Shetlands or the Outer Hebrides.

It is unusual for two related species to occupy the same habitat, and Crowcroft has been to some pains to find out why it should be possible that these two, competing for the same food, can live in such close proximity. First, he found a difference in their daily rhythms of activity. "It seems safe to say that the common shrew is one and a half times as active at night as it is during the day, while the pygmy is about equally active during night and day. While we cannot be certain that this difference in activity does actually reduce the 'competition' between the two species, it provides us with a little more evidence of essential differences in their ecology."

The two species not only seem to have the same food requirements, but the same enemies, rates of reproduction and so on. "From extensive trapping we know that, in general, there are far fewer pygmy shrews than common shrews. This suggests that the factors which limit the numbers of each must be acting independently to some extent. Otherwise, we would expect the less successful species to disappear altogether."

Then Crowcroft asks what happens when the larger, more robust, common shrew meets a pygmy shrew. He found a partial answer, at least, by accident, when three common shrews he had in captivity escaped into a cage containing pygmy shrews. Expecting to see the smaller of his beloved pets massacred, he found that the "common shrews behaved as though they were not aware that the pygmies were there. If, for example, a pygmy were feeding in one of the dishes of mealworms, and a common shrew climbed in, the pygmy darted off so quickly that the common shrew did not

perceive its presence. The outcome of a head-on meeting was even more entertaining. Just when a collision seemed inevitable, the pygmy turned and ran back the way it had come, so quickly that the common shrew continued on its way without the slightest change in its behaviour." The three common shrews in the cage fought in their characteristic way, which is mainly a kind of squeaking match, whenever they came into contact with each other, and "darting between them and about them, moving swiftly like little grey shadows, were the two pygmy shrews."



A VERY SMALL ANIMAL WHICH MOVES SO RAPIDLY THAT IT IS RARELY PHOTOGRAPHED SUCCESSFULLY: THE PYGMY SHREW, WHICH IS FOUND THROUGHOUT THE BRITISH ISLES. THOUGH MORE WIDELY DISTRIBUTED THAN THE COMMON SHREW, IT IS LESS NUMEROUS.



GROOMING ITSELF AND SHOWING ITS LONG SNOOT: THE PYGMY SHREW, WHICH IS SANDY-BROWN AND NEVER HAS WHITE EARS (AS THE COMMON SHREW NOT INFREQUENTLY HAS). IT HAS A HAIRY TAIL WHICH USUALLY EXCEEDS TWO-THIRDS OF ITS HEAD-BODY-LENGTH OF LESS THAN TWO-AND-A-HALF INCHES.

Photographs by Geoffrey Kinns.

These are the common and pygmy shrews, very small, mouse-like animals. There is a third species in the British Isles, the water-shrew. And there is another species in the Channel Islands and one in the Scilly Isles. The common and the pygmy shrew are much alike. Indeed, Crowcroft tells us that museum specimens of them are sometimes wrongly labelled because of this, but there should be no such errors in future, since he gives precise methods for distinguishing between them. The pygmy shrew measures 55-60 mm. along head and body, the tail measures 30-45 mm. and

SOME PERSONALITIES OF THE WEEK.

PEOPLE AND EVENTS IN THE PUBLIC EYE.



KILLED IN AN AIR CRASH IN THE U.S.A. : GP-CAPT. J. WOODROFFE. Group-Captain John Woodroffe, who had a very distinguished career as a R.A.F. bomber-pilot during the war, was killed when an American B-47 jet bomber crashed at Orlando, Florida, on October 9. Group-Captain Woodroffe was in the United States in connection with a bombing competition between English and American units.



APPOINTED GOVERNOR OF THE GAMBIA: MR. E. H. WINDLEY. Mr. Edward Henry Windley, Chief Native Commissioner and Minister for African Affairs in Kenya since 1953, has been appointed Governor of the Gambia. A Rhodesian, educated at Repton and Cambridge, Mr. Windley became a district officer in Kenya in 1931. He played a great part in overcoming the Mau Mau emergency.



THE NEW AMERICAN DEFENCE SECRETARY : MR. NEIL H. McELROY.

Mr. Neil H. McElroy, former President of the Procter and Gamble Company of Cincinnati, was sworn in as the new U.S. Defence Secretary at a ceremony at the White House on October 9. The ceremony was attended by President Eisenhower and Mr. Wilson, the former Defence Secretary. Mr. McElroy later spoke of the Russian earth satellite and of a possible speeding-up of American ballistic missile research.



A WELL-KNOWN JOURNALIST DIES: MR. ARTHUR CRANFIELD.

Mr. Arthur Leslie Cranfield, who died aged sixty-five on Oct. 9, had the unequalled distinction of having held high executive positions on all three London evening newspapers, and had been Editor of the *Daily Mail*, Editor-in-Chief of the Press Association, and Vice-Chairman of the General Council of the Press, until his illness last year.



PAKISTAN'S PRIME MINISTER RESIGNS: MR. SUHRAWARDY.

Mr. Suhrawardy resigned as Prime Minister of Pakistan on October 11, following the withdrawal of the support of the Republicans, the largest section of the Government Coalition, for his own party. Mr. Suhrawardy, of E. Pakistan, disagreed with a decision of the W. Pakistan Assembly affecting the status of East Pakistan.



GUEST OF THE LORD MAYOR OF LONDON : THE MAYOR OF HELSINKI (LEFT).

On October 7 the Lord Mayor of London, Sir Cullum Welch (right), welcomed the Mayor of Helsinki, Mr. Lauri Aho, at the Mansion House. Mr. Aho, who was paying a week's visit to London, spent the first two days at the Mansion House as the guest of the Lord Mayor. Sir Cullum recently visited Helsinki, where he opened the British Trade Fair.



AT COPENHAGEN BEFORE THE OSLO INCIDENT : GEN. SPEIDEL (LEFT), LT.-GEN. SIR CECIL SUGDEN (CENTRE) AND GEN. VALLUY.

There were demonstrations against Gen. Speidel's appointment as a senior N.A.T.O. commander when, with Lt.-Gen. Sir C. Sugden, he visited Oslo on October 9. Gen. Speidel is a former Chief of Staff of Rommel. Gen. Sugden, mistaken by Norwegian demonstrators for Gen. Speidel, was hit by stones and lumps of earth. The previous day the two generals, with Gen. Valluy, visited Copenhagen, where there were other similar demonstrations.



A FORMER AUSTRALIAN HIGH COMMISSIONER DIES: SIR THOMAS WHITE.

Sir Thomas White, who was Australian High Commissioner in London until last year, died suddenly on October 13. He had served in both World Wars, and had been Australian Minister for Trade and Customs and Minister for Air and Civil Aviation. While High Commissioner he had been Chairman of the Empire Council, British Empire Service League.



AT THE CUTLERS' HALL, SHEFFIELD: THE INSTALLATION OF SIR FREDERICK PICKWORTH TO THE OFFICE OF MASTER CUTLER.

Sir Frederick Pickworth, a Director of Vickers Ltd. and Chairman of the English Steel Corporation Ltd., was installed as the 322nd Master Cutler at a ceremony at the Cutlers' Hall, Sheffield, on October 1. The group includes, l. to r., Mr. J. H. Neill, Ald. A. Ballard the Lord Mayor of Sheffield, Sir F. Pickworth, Sir P. Roberts, and Mr. P. J. C. Bovill.



AT THE U.N. DISARMAMENT DEBATE : COMDR. NOBLE, JOINT MINISTER OF STATE FOR FOREIGN AFFAIRS, AND MR. GROMYKO, THE RUSSIAN FOREIGN MINISTER.

At the United Nations disarmament debate of the political committee of the General Assembly, which opened in New York on October 10, Mr. Gromyko, the Soviet Foreign Minister, categorically rejected the Western disarmament proposals which were first put forward at the meeting of the Disarmament Commission in London last August. The debate continued.



IN AN ENGLISH GARDEN.



Of all our smaller native British trees the Rowan or Mountain Ash (*Sorbus aucuparia*) is surely one of the most beautiful, with its feathered leaves, and flat

corymbs of small white blossoms in early summer, followed in autumn by clusters of brilliant red berries. In its youth and early middle-age the tree is inclined to be erect and rather narrowly pyramidal in growth, but later it assumes a more spreading habit, and is capable of reaching an eventual height of 30 or 40 ft., though such dimensions are perhaps exceptional.

Easy to grow, and content with any reasonably decent soil, the Rowan is splendid for planting in small gardens, and he who plants a specimen in his front garden, for all to see, is indeed a public benefactor. But alas, greatly though we may appreciate a Mountain Ash laden with its heavy clusters of brilliant berries in September, the birds appreciate the harvest even more, and are wont to guzzle the whole crop in a very short time, once it is ripe. This is particularly so in town and suburban neighbourhoods. In the country, where alternative wild foods are more plentiful, the Rowan berries are sometimes allowed to remain intact further into the winter. What we need, therefore, is some dope with which to spray or syringe our Rowan trees in autumn, a dope which, though harmless to birds, would make the berries utterly and completely distasteful to them until well after Christmas at the earliest. Such a dope should not be beyond the wit of Man to work out, and the scientist who produced and had it put on the market would surely be as great a public benefactor as the man who plants a Rowan tree where all—except the birds—might enjoy it. Yet there are, I feel sure, many folk who must enjoy watching the birds stripping the Rowan trees, as greatly as anyone else could enjoy the beauty of the scarlet crop itself. So let it please be a dope with a delayed-action factor, so that it will remain effectively offensive for a month or two only, after which the rains would wash it off, so that the birds might enjoy the berries later, when they would perhaps be riper, and more wholesome than they were in September.

There are some dozen distinct varieties of Mountain Ash in cultivation. One of the most distinct and attractive is *Sorbus aucuparia fructu-luteo*, with yellow berries. It seems, however, to be somewhat rare; in fact, I have only seen it once, and that was in a garden on the outskirts of Sheffield, where it made a most distinct and attractive display. The variety *fastigiata*, which has the erect habit of a Lombardy poplar in miniature, would be particularly valuable in smallish gardens where space is limited. The variety *Sorbus a. moravica* from North Austria has larger berries than the type, which are eaten in Germany and Austria. I think it must be this form whose berries are used for making Rowan jelly. I was once told that Rowan jelly was a most delicious confection, but a batch made from

ROWAN AND ITS RIVALS.

By CLARENCE ELLIOTT, V.M.H.

our ordinary Rowan berries proved utterly revolting. Perhaps our culinary technique was at fault, but more probably we should have used Moravian Rowan berries.

Close rivals of the Rowan in the small-tree class for winter berry are some of the taller-growing cotoneasters. The half-dozen or so that

are easy to obtain yet surprisingly seldom grown, form wide-spreading bushes if left unpruned and to their own devices, and in many gardens, especially where there is ample room to spare, this is a pleasant way of having them. Where space is more limited, however, they are better pruned up, in youth, to a single stem or trunk, and then allowed to form a free-spreading head, whose branches will, in due course, become laden each autumn and winter with bunches of scarlet berries, most decorative in the garden, and invaluable for gathering for the house.

The best-known of these small-tree cotoneasters is *C. frigida*. This will reach a height of 15 to 20 ft., and its innumerable clusters of scarlet berries are extremely effective amid the deep green leaves. It is a particularly good town tree—or shrub. There is a yellow-fruited variety, *C. frigida fructu-luteo*, which is most attractive as well as an improved red-berried variety, *C. f. vicarii*, which was raised at Aldenham. *Cotoneaster salicifolia floccosa* is a particularly attractive and graceful tree, with rather narrow, willow-shaped, dark green leaves, grey with silky down on the under side. In autumn the long slender branches are wreathed from end to end with bunches of scarlet berries.

Cotoneaster watereri is a hybrid, which originated in Messrs. John Waterer and Sons' nursery at Bagshot. Its parentage is believed to be *C. henryana* x *C. frigida*. It makes an exceptionally handsome tree up to about 20 ft. and being evergreen, or semi-evergreen, it shows off its enormous crops of clustered scarlet berries to perfection. I saw a superb specimen of it in a private garden two or three years ago, and it struck me then as the finest of all the small-tree cotoneasters that I had yet seen.

Another hybrid small-tree cotoneaster, *C. cornubia*, which originated in the gardens at Exbury, in Hampshire, is reputed to be a cross between *C. frigida* and some other unrecorded species. Whatever its true parentage may have been, it is another extremely valuable introduction, reaching a height of some 20 ft. I have only seen it as a rather young specimen, but Bean says of it: "It bears enormous crops of brilliant red fruits, and is not surpassed in that respect by any other cotoneaster. It received an Award of Merit at Vincent Square, 28 November, 1933—a rather modest appreciation of its value."

It is worth remembering that these cotoneasters are quite easy to propagate, from cuttings of half-ripened wood taken in July and placed in gentle heat. They may be raised, too, from seeds, and there is always the chance, if the parent trees are growing near other species, that desirable hybrid forms may turn up, as did those splendid forms, *C. watereri* and *C. cornubia*. But whether the seeds come true to type or turn out to be hybrids, it matters little. I have yet to see a not-worth-while cotoneaster.



"IT STRUCK ME... AS THE FINEST OF ALL THE SMALL-TREE COTONEASTERS THAT I HAD YET SEEN": FRUITING BRANCHES OF *COTONEASTER WATERERI*, BELIEVED TO BE A CHILD OF *C. HENRYANA* x *C. FRIGIDA*. [Photograph by J. E. Downward.]

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AT THE ANNUAL PETS' SERVICE: THE REV. MICHAEL FRYER BLESSING A PYTHON DURING A SERVICE AT BOGNOR REGIS.



IN ST. JOHN'S PARISH CHURCH: TWO PONIES BEING LED UP THE AISLE PAST THE LARGE CONGREGATION DURING THE ANIMAL BLESSING SERVICE.



FOUNDER-PRESIDENT OF THE CRUSADE AGAINST ALL CRUELTY TO ANIMALS: THE REV. MICHAEL FRYER WITH A PYTHON.



BRINGING HER GUINEA-PIG TO CHURCH: A SMALL GIRL HANDING HER PET OVER TO THE REV. MICHAEL FRYER FOR A BLESSING.



AWAITING THEIR TURN TO GO UP TO THE ALTAR: A BOY SITTING WITH HIS CAT ON HIS LAP DURING THE ANIMAL BLESSING SERVICE.



BROUGHT TO THE CHURCH IN A BOX FILLED WITH STRAW: A TORTOISE RECEIVING A BLESSING FROM MR. FRYER AT THE STEPS OF THE ALTAR.



AT THE ANIMAL BLESSING SERVICE: A LARGE TOY PANDA IS BLESSING BY THE REV. M. FRYER TO THE DELIGHT OF ITS SMALL OWNER.



ARRIVING AT ST. JOHN'S, BOGNOR REGIS: TWO PONIES ABOUT TO GO INTO THE CHURCH FOR THE SERVICE WHICH WAS ATTENDED BY OVER A THOUSAND PEOPLE AND MANY HUNDREDS OF ANIMALS.



A MEMBER OF THE UNUSUAL CONGREGATION: A PONY, ATTENDED BY ITS OWNER, STANDING QUIETLY IN CHURCH.

One of the largest animal blessing services ever held in this country was conducted at St. John's Parish Church, Bognor Regis, on Sunday, October 13. It was attended by over 1000 people who brought hundreds of animals to be blessed by the Reverend Michael Fryer, who has conducted similar services in the past, and who is the Founder-President of the Crusade Against All Cruelty to Animals. The service was attended by Air Chief Marshal Lord

Dowding, who read the Lessons. Among the animals in the congregation were ponies, dogs, cats, guinea-pigs, hamsters, white mice and many other pets, all of which were taken up to the altar steps, where they were received by the Rev. Michael Fryer, who gave each an individual blessing. One small girl, who lacked a living pet, brought a large toy panda which she happily entrusted to Mr. Fryer for his blessing.



I WROTE about Mr. J. A. Billmeir's Collection when it was shown at the Frank Partridge Gallery in London in May 1954. Since then more than a hundred additional early instruments have been acquired, and the whole collection, consisting of about 280 items, many of them of the greatest rarity, has now been generously presented to the University of Oxford, where it is to be seen in the Old Ashmolean building, next to the Sheldonian Theatre—the original Ashmolean, built between 1679 and 1683 to house the curiosities of the Tradescants and of Elias Ashmole. In my day the building was admired from the outside and, as far as I remember, it was easy to resist the temptation to enter, partly because there was nothing of any great consequence inside and also because, the original steps to the main entrance having been demolished in 1860, there seemed to be no obvious way in. You had the impression that the ghost of old Ashmole did not welcome visitors.

All that, however, has been changed. The building has housed the Museum of the History of Science since 1925, the original steps are being replaced (again thanks to Mr. Billmeir), and this new gift has enriched the Institution to such a degree that it can now claim to rival the Museo di Storia della Scienza at Florence. It is a place of singular fascination, a sort of shrine of precise and beautiful instrument-making, in which one can contemplate the leisurely progress during the centuries of man's comprehension of the universe and the means by which it was achieved. An early orrery based on the Ptolemaic system gives way to one which shows the movements of the heavenly bodies as demonstrated by Copernicus, and a large show-case contains a whole range of early eighteenth-century instruments such as were available to a wealthy amateur of the period, while at the head of the stairs is a gem of a long case clock by Ahasuerus Fromanteel, that famous Dutchman who was the first to make pendulum clocks in London.

To all this and much more now comes the Billmeir Collection with its fifty astrolabes (eighteen of Western, thirty-two of Oriental origin), sundials of every conceivable type, early surveying instruments, armillary spheres, globes, nocturnals, quadrants, compasses and telescopes, carefully chosen either for their rarity or the quality of their craftsmanship. Presumably few of us would know how to put them to practical use; none of us can fail to admire their ingenuity and their beautiful workmanship.

Perhaps Fig. 1, chosen at random, gives as good a notion as any of the care lavished upon them in an age long before modern methods of precision engineering were available. Its date is 1621 and it is signed by Juan Baptista de Morales, probably the Flemish engraver who worked in Spain. On the plate surrounding the compass box are engraved the Spanish names of the points of the compass, and the latitudes of seventy-five towns, arranged in alphabetical order, are

A PAGE FOR COLLECTORS.

By FRANK DAVIS.

THE BILLMEIR COLLECTION OF SCIENTIFIC INSTRUMENTS.

inscribed on top of the cover and underneath the case. Inside the cover is engraved a picture of the Fall of Icarus with a suitable Latin inscription. Apart from its obvious quality the dial is of interest because it is one among many examples which show that instrument-making was not a specialised craft, and it is thought that many instruments may well have been made by engravers whose normal work was confined to printing. Indeed, as the very complete catalogue points out, printing played a not unimportant part in instrument-making, for "in the sixteenth, seventeenth and eighteenth centuries, instruments, made by pasting full-sized diagrams and scales (taken from

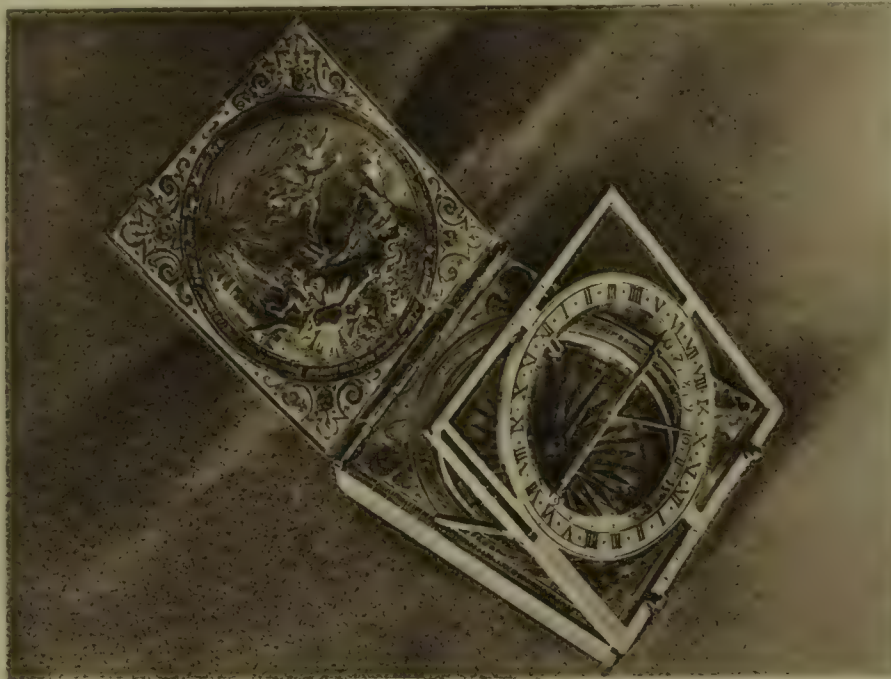
day it was made in 1600 by Morillard of Lyons (a name otherwise unknown), for about eighty years later a plate was added to it by the well-known Paris maker Pierre Sevin (active c. 1665-83), bringing the instrument up to date; and the whole is provided with a gold-tooled leather case worthy of it. Those who have fallen under the spell of late seventeenth-century Paris-bookbindings will have no difficulty in recognising the handicraft of these admirable workers in leather. I imagine many such cases were made for these and other instruments of quality; not unnaturally, very few have survived.

While, no doubt, astrolabes, globes and compasses are by far the most important objects in the collection, various small topographical instruments of specialised uses are, in their way, no less interesting, e.g., a German gunner's level and compass of 1578, consisting of a sliding sight and a clinometer which, when placed on the barrel of a cannon, would show the angle of elevation; a surveyor's triangulation instrument of about 1600, and a French military surveyor's protractor of about 1700. The recent additions to the collection begin with a ninth-century A.D. Islamic astrolabe. They end with a delightful little English orrery by the younger George Adams (1750-95), of Fleet Street, who, like his father George and his brother Dudley, was a notable instrument-maker in his day. When assembled it is only 18½ ins. in height and it is geared to demonstrate the annual and diurnal motions of the earth or, with the various planets and their satellites, to show their relative motions. It can be dated fairly exactly to about 1790, for the maker died in 1795 and it includes the model of the planet Uranus, discovered by the elder Herschel in 1781 and the two satellites discovered in 1787.

Another enchanting piece is a *terella*, or spherical lodestone, diameter 2½ ins., in its original eighteenth-century fishskin case. I suspect that many besides myself thought that a lodestone was an example of alchemist nonsense; thanks to the catalogue note we learn that it was a lump of iron ore (with, I presume, a very high iron content) which, when shaped into a sphere, reproduced in miniature the magnetic system of the earth—hence "*terella*" or little earth. Moreover, a *terella* was used by William Gilbert (1540-1603), the founder of the modern science of magnetism, when he proved that the earth is a natural magnet. On this *terella*, latitude and longitude lines are engraved and also lines representing the Polar circles and the

Tropics. There is another *terella* in the Science Museum in London which was presented to the Royal Society as long ago as 1662.

Half a dozen small Islamic celestial globes, one as early as A.D. 1318, of brass with inlaid silver stars, must not be missed, nor must some German and French astronomical compendia—that is, boxes which contain several instruments—sundial, quadrant, etc.—all neatly fitted into a very small space, and very popular during the sixteenth and seventeenth centuries. But then the whole collection consists of miniature marvels. We take modern magic, from navigational instruments to electronic brains, very much for granted; it is enthralling to look back occasionally and to note by what precise steps, over many generations, all such wonders became possible.



(Fig. 1.) IN THE BILLMEIR COLLECTION OF SCIENTIFIC INSTRUMENTS RECENTLY PRESENTED TO OXFORD UNIVERSITY: A SPANISH UNIVERSAL EQUINOCTIAL DIAL COMPASS MADE IN 1621 BY JUAN BAPTISTA DE MORALES. (Gilt brass and silver: 4 by 3½ ins.)



(Fig. 2.) A FRENCH ASTROLABE MADE AT NARBONNE IN 1600 BY FR. MORILLARD OF LYONS AND ASSEMBLED WITH A SECOND PLATE BY PIERRE SEVIN OF PARIS (c. 1665-83). (Gilt brass and copper: diameter, 6½ ins.)



(Fig. 3.) THE SUPERB 17TH-CENTURY RED MOROCCO CASE OF FIG. 2. THESE PIECES FROM THE BILLMEIR COLLECTION ARE NOW TO BE SEEN IN THE MUSEUM OF THE HISTORY OF SCIENCE, AT THE OLD ASHMOLEAN, OXFORD.

printed works or published separately) on to wood or pasteboard, were popular; instruments of this type were both engraved by professional instrument-makers and also by engravers who are not known to have made conventional instruments of metal."

Among the astrolabes is the beautiful instrument with its leather case shown in Figs. 2 and 3; of gilt brass and copper, with a blued steel articulated arm or *brachiolus*. I make no pretence whatever that I could find my way about the world by means of this, nor am I able to explain it to others equally ignorant; I am content to marvel at its fine workmanship, the engraving of the maps on each side, the pattern of the interlacing curves, the detail of the two mermaids which form the bracket. It was clearly highly prized from the

FROM A DINOSAUR TO A NEW BRITISH CAR: NEWS RECORDED BY THE CAMERA.



ON VIEW AT THE NATURAL HISTORY MUSEUM IN LONDON: A MODEL OF THE EGGS AND YOUNG OF A CRESTED DINOSAUR *PROTOCERATOPS*.

This model of the eggs and young of a crested dinosaur *Protoceratops*, which is based on original specimens of eggs and skeletons in the American Museum of Natural History, New York, is now on view in the Dinosaur Gallery at the Natural History Museum. A drawing showing stages in the development of *Protoceratops* appears on page 661. (Photograph by Neave Parker.)

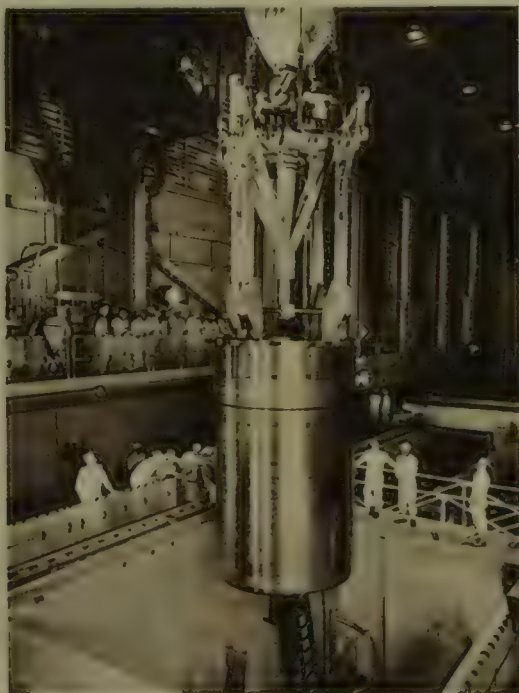


TRACKING THE ARTIFICIAL SATELLITE AT JODRELL BANK: PROFESSOR A. C. B. LOVELL, DIRECTOR OF THE RADIO-ASTRONOMY STATION, WITH THE NEW RADIO-TELESCOPE.

After the launching of the Soviet 'earth satellite, the new radio-telescope at Jodrell Bank, in Cheshire, was hurriedly adapted for tracking it. The radio telescope with its 250-ft. reflecting bowl was used as a radar instrument and the results obtained were described as "astounding."



ON TOP OF HIS JOB: AN EMPLOYEE OF THE ZURICH ELECTRICITY BOARD REPAIRING AN OVERHEAD CABLE FROM THE TOP OF A MOBILE ARM OPERATED FROM A VEHICLE KNOWN AS THE SKY-WORKER WHICH IS PARKED BY THE KERB.

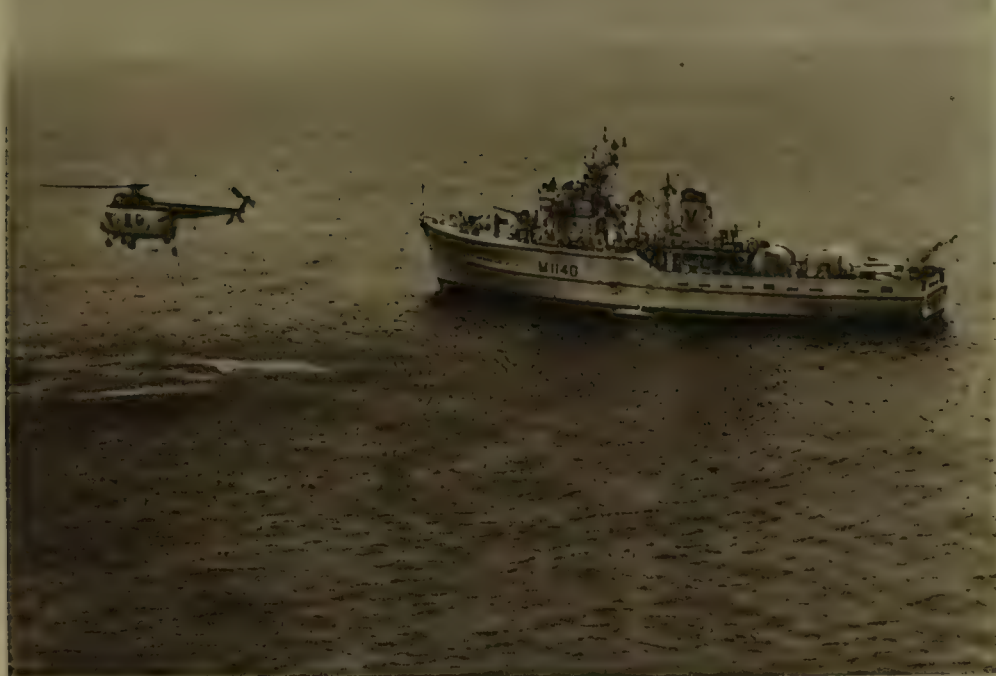


THE HEART OF THE FIRST U.S. FULL-SCALE ATOMIC POWER PLANT: A 58-TON NUCLEAR CORE, OR FUEL CHARGE, OF NATURAL URANIUM AND HIGHLY ENRICHED URANIUM BEING LOWERED INTO POSITION AT THE PLANT AT SHIPPINGPORT, PENNSYLVANIA.



VICTIMS OF ASIAN INFLUENZA: DANISH NAVAL PERSONNEL OCCUPYING ROWS OF BEDS IN A GYMNASIUM IN COPENHAGEN.

Many countries in Europe have been affected by the current epidemic of Asian influenza. In Copenhagen gymnasiums at various military and naval establishments have been temporarily set up as sick quarters. In Britain, at the time of writing, the epidemic is increasing in London and the south.



FOR THE FIRST TIME IN BRITAIN: A HELICOPTER SEEN TOWING A 450-TON COASTAL MINESWEEPER DURING A RECENT EXPERIMENT ON THE SOLENT.

On October 10 a Royal Naval coastal minesweeper of 450 tons displacement was towed from the air by a helicopter in a remarkable experiment conducted in Sandown Bay, off the Isle of Wight. Our photograph shows the *Whirlwind* helicopter at the start of the tow with the cable partly submerged before the slack was taken up.



MAKING ITS DEBUT AT THE MOTOR SHOW AT EARLS COURT: A BRITISH BABY CAR CALLED THE FRISKYSPORT.

Two really small British cars which are making their debut at the Motor Show at Earls Court are the *Friskysport* (seen above) and the *Frisky Saloon*. Both are powered by a Villiers 325 c.c. two-stroke engine. Petrol consumption is claimed to be 60 m.p.g. and top speed 65 m.p.h. The *Friskysport* costs £484 7s. and the *Frisky Saloon* costs £449 (including purchase tax).

THE WORLD OF THE THEATRE.

FILLING THE STAGE.

By J. C. TREWIN.

SOMEBODY wrote once, in ironical admiration, of a protean artist who, in a single evening, could give the same performance of himself under a score of different names. I can imagine the event. We can see artists to-day who occupy a stage for a couple of hours in the fevered belief that they are changing personality every few moments.

When the change does happen, we can cheer. Now that we have lost the beloved Ruth Draper, I would say that Joyce Grenfell and Angna Enters are the leading protean players—and very different from each other. Miss Enters does not speak: she is an extraordinarily eloquent mime. Miss Grenfell rarely stops talking or singing except to allow for an audience's laughter. Each has the precious gift of being able, at will, to people the stage. It is of no imaginable use to summon a team of characters if nobody in the house can see them. We know the kind of artist that with th' incorporal air will hold discourse. Forth at her eyes her spirits wildly peep, and now and again she will cry "Do you see nothing there?" Alas, we cannot help her.

But Miss Draper could, and Miss Grenfell can, summon hosts of friends. In the Grenfell programme called "a miscellany," at the Lyric, Hammersmith, this artist creates her silent characters as vividly as the speaking ones. There is the pianist who must receive so many members of his public after the recital. We can easily imagine him as he stands, pale, polite, monosyllabic, surrounded by patronising Philistines, well-meaning deadheads, or hearty morons, and waits only until the last visitor has gone, to jump upon his hat, or smash the nearest window. Miss Grenfell does not take us to this exciting conclusion; but I think most of us know it is bound to come.

Then there is the family about to emigrate. We are at Waterloo Station. The mother-and-grandmother, left behind, is saying good-bye, determinedly cheerful. Nothing comic here: Miss Grenfell snatches us suddenly to the edge of tears. All loneliness is in her last slow walk away after the train has gone. It is the only time the artist turns her back on us, and expressive it is: as expressive as Alfred Lunt's back used to be in the old days—and that seems very long ago—when revue librettists could write of it with relish. To mention revue now is to recall how Miss Grenfell, in the first minutes of her evening, can bring up two or three complete companies: the bang-at-it seaside-pierrot type, the sophisticated-parochial (which must have a fashionable nickname in every line), and, best of all, the battered, more-or-less Continental-type production in which a variety of "fairly disinterested ladies" stand round, singing with disdain. It is worth the journey to Hammersmith to hear Miss Grenfell as she chants "Fiesta! Fiesta!" in tones of what I can describe only as modified rapture.

Much more yet. We have an entire North-of-England village committee, seen only through the eyes of its chairman. The task here is to get rid of the one unsuitable voice in the choir before the next Music Festival. It is a pity that the owner of the voice should also be the founder of the choir, but these things do happen. Miss Grenfell, her speech honed to a gleaming sharpness—as it might be the edge of the executioner's axe—flashes up the committee about her, and we feel more than a little sorry for May, the incompetent secretary,

who seems to muddle everything she touches, and who is due for a long walk home with Madam Chairman.

Presently we have moved to a nursery school where "free activity" means half an hour or so of turmoil with the tots. At once the Lyric stage is crowded with the little angels, particularly

George who appears always to be doing what he shouldn't, and Hazel who has her finger in the keyhole, like the Dutch child who plugged the dyke. Miss Grenfell contrives now to be professionally caressing and practically distraught within the space of a few syllables. But, then, she can manage this throughout the evening. When, at last, she takes her call, in a black dress ("Makes a change," she murmurs, after having appeared earlier in turquoise, flame, and lemon), the stage in front of the plain red drapes is crowded for us with concert-goers, choristers, revue artists, committee-women, and infants, not to speak of various television camera-men, the friend-to-tea, and the Teddy-boy on the Big Wheel.

I had better explain about these. The camera-men are watching the dim, but hopeful, chatelaine who conducts viewers over her Stately Home (complete with bewildering architecture, Oliver Cromwell's button, thirty-seven pictures of hollyhocks, and a temperamental echo). Elsewhere, the friend-to-tea, poor soul, can barely slide in a word because her hostess is so bothered about the iron in the kitchen, the picture awry on the wall, and the state of the cushions. Well-meant, certainly, but distracting. Here Miss Grenfell, maybe, is illustrating a dictum of Mr. Ervine, years ago: "Restless interruption, inability to sustain an idea to the end, is commoner among women than among men." I shall not lose the moment when, her eyes lighthouse-bright with simulated interest, Miss Grenfell says some-

thing like this: "How is poor Ethel? I was terribly worried when I heard she was tap-dancing again. . . . Here's a pretty box—made by a Zulu."

I have not forgotten the Teddy-boy on the Big Wheel. When the Wheel sticks, he and Shirl's girl friend are aloft together, but Shirl's girl friend (I am still unsure of her name) does not find him an enthralling talker. He is, indeed, as curt as Mr. Padge of hallowed memory. Still, his companion has a properly crushing reply. "Ta for the chat" she says with disdain almost ineffable. And "Ta for the chat" we say to Miss Grenfell. It is an enchanting programme because she knows just how far enchantment can stretch. When it begins to fray, she stops (unlike Beethoven, according to one of the concert morons: "He does go on so"). Some of her material—it is her own, with music by Richard Addinsell—is dangerously thin, but it is never allowed to wear itself out, and its design has invariably one characteristic felicity of phrase or manner.

Miss Grenfell's chief qualities are her gift of swift, witty exaggeration (an acute eye and ear behind it) and her natural kindness. She does not make gargoyles of her people. As one of her Cockney women says, they are "ever so interesting," and always "nice." Professionalism does not obtrude: this is entertainment at a party where we are friends together. The sentiment may be perilous, but (as in "Boat Train") it can come through, thanks to the artist's honesty. The one failure at present seems to be "Songs My Mother Taught Me," which, curiously, lacks warmth. Otherwise, Miss Grenfell, with her fringe, her bright eyes, her mobile mouth, and her untiring eagerness, can do as she wishes with an audience for nearly two hours (the only other artist is her pianist, William Blezard). Twenty minutes longer might be fatal. But here, at Hammersmith, we have the time, the place, and the artist, and the night is, in its unpretentious fashion, a joy. "Is it fantasy that plays upon our eyesight?"



A PLAY WHICH, IN EFFECT, DISCUSSES THE HANDLING OF A HUSBAND: LESLEY STORM'S COMEDY, "ROAR LIKE A DOVE" (PHOENIX), SHOWING A SCENE FROM THE SECOND ACT WITH (L. TO R.) MURIEL CHADWICK (EVELYN VARDON); LADY DUNGAVEL (ANNE KIMBELL) AND BERNARD TAGGART-STEWART (PETER BARKWORTH).



WITH "HER BRIGHT EYES, HER MOBILE MOUTH, AND HER UNTIRING EAGERNESS, SHE CAN DO AS SHE WISHES WITH AN AUDIENCE FOR NEARLY TWO HOURS": MISS JOYCE GRENFELL IN ONE OF HER SKETCHES IN HER SOLO PROGRAMME AT THE LYRIC, HAMMERSMITH.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

MARCEL MARCEAU (Cambridge).—French mime. (October 14.)
 "THE PUBLIC PROSECUTOR" (Arts).—Alan Badel in Fritz Hochwälder's play, translated by Kitty Black. (October 15.)
 "HENRY VI, Parts 1 and 2" (Old Vic).—The Shakespeare rarities, directed by Douglas Seale. (October 16.)
 "HENRY VI, Part 3" (Old Vic).—Also a Seale production. (October 17.)
 "MAN OF DISTINCTION" (Princes).—Hasenclever's comedy of a scoundrel, with Anton Walbrook and Moira Shearer. (October 17.)

THE HORSE OF THE YEAR SHOW: SOME WINNERS AT HARRINGAY.



RECEIVING FROM LADY HELEN BERRY THE SUNDAY GRAPHIC CUP FOR THE VICTOR LUDORUM INTERNATIONAL CHAMPIONSHIP: MR. WILF WHITE ON NIZEFELA.



JOINT WINNERS OF THE FRED FOSTER MEMORIAL COMPETITION: (LEFT) HERR HANS WINKLER ON HALLA AND MR. A. OLIVER ON RED ADMIRAL.



A GREAT TRIUMPH FOR A NOVICE HORSE: MR. D. BUNN ON SANDY POINT RECEIVING THE DAILY TELEGRAPH CUP (INTERNATIONAL JUMPING UNDER F.E.I. RULES).



RECEIVING FROM MR. F. S. GENTLE THE HARRINGAY SPURS FOR THE RIDER WITH THE MOST POINTS IN INTERNATIONAL COMPETITIONS: HERR WINKLER ON HALLA.



H.M. THE QUEEN TALKING TO MR. TED WILLIAMS, THE WINNER OF THE JORROCKS CUP FOR THE LEADING SHOW JUMPER OF THE YEAR. HE HAD RIDDEN PEGASUS.



WITH THE CUP WHICH SHE WON FOR THE LEADING JUNIOR JUMPER OF THE YEAR: MISS B. VINCENT ON LULU II AT HARRINGAY ON OCTOBER 12.



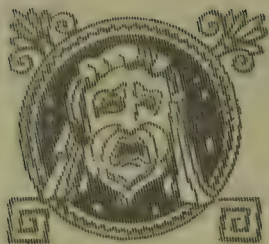
BEING CONGRATULATED BY MRS. MAX AITKEN FOR HER VICTORY IN THE DAILY EXPRESS FOXHUNTER CHAMPIONSHIP: MISS A. BARKER (WHO IS SEVENTEEN YEARS OLD) ON LUCKY SAM.



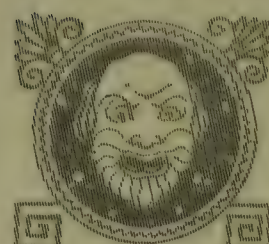
MR. ALAN OLIVER ON PLANET RECEIVING FROM THE HON. W. E. WYLIE THE CUP FOR THE GORDON RICHARDS STAKES (INTERNATIONAL JUMPING COMPETITION).

We show here some of the most notable winners in the Horse of the Year Show held in Harringay Arena on October 8, 9, 10, 11 and 12. On October 10, when the final section and jump-off of the Show Jumper of the Year competition, the Jorrock's Cup, was the principal event of the day, Her Majesty and the Duke of Edinburgh were present two days before their departure for Canada: and Queen Elizabeth presented the Jorrock's Cup to Mr. Ted

Williams, who had ridden Mr. Cawthraw's Pegasus. This combination of horse and rider also won the Horse and Hound Cup on the last night of the show and was also second to Mr. Wilf White on Nizefela in the Victor Ludorum Championship. In this latter competition, which is fought out over two different sets of fences, Mr. White and Nizefela were the only combination to produce two faultless rounds. Mr. Williams, incidentally, won the B.S.J.A. Spurs.



THE WORLD OF THE CINEMA.



ANTI-WAR.

By ALAN DENT.

IT was my full intention to submit a light and airy article all about two light comedies, the British "Lucky Jim" and the American "Oh! For A Man!" A portrait of Ian Carmichael looking like a jocular horse was going to face a portrait of the new American comedian, Tony Randall, looking like a rueful macaw; and the two together were to be your critic's Double Choice for the fortnight.

Then suddenly there was sprung upon us, with very little fanfare, a big, enthralling, utterly superb film, "The Bridge on the River Kwai." This is a British piece of work made in a jungle in Ceylon, produced by Sam Spiegel and directed by David Lean. It is based on a French novel of the same title by Pierre Boulle, but it is also pervaded with the truth about the war with the Japanese as it happened in Siam when British prisoners had to build a railway between Rangoon and Bangkok. If space allowed, I should give a long list of the technicians and advisers as well. For seldom in my experience of film-going have what are called the "credits" deserved so much credit.

A dozen episodes play themselves over and over again in the mind long after one has experienced this immense and profoundly disturbing film. At the very beginning Colonel Nicholson (Alec Guinness) marches up to a Japanese prison-camp with a handful of officers and about a hundred men. They are halted before the Japanese Colonel Saito (Sessue Hayakawa), who, with no more ceremony than a returned salute, informs them that all will have to lend an active and immediate hand in building a bridge. The English colonel parleys, pointing out that by the terms of the Geneva Convention, which he takes out of his pocket, his officers must command his men, not

British colonel to do a really first-rate "job of work"—the notion never entering his intensely military noddle that the better the job, the more he is helping his enemy. Among other

OUR CRITIC'S CHOICE.



ALEC GUINNESS AS COLONEL NICHOLSON IN COLUMBIA'S "BRIDGE ON THE RIVER KWAI," OF WHICH FURTHER ILLUSTRATIONS APPEARED ON PAGE 609 IN OUR ISSUE OF OCT. 12.

In making his choice Alan Dent writes: "Monumentally authoritative, at the head of the impeccably fine cast which has made 'The Bridge on the River Kwai,' is Alec Guinness's heroic, Fortinbras-like and yet wooden-headed Colonel Nicholson. So thorough—so stiff-lipped, so fundamentally humourless and yet un-harsh—is the portrait that it is quite an effort to remind oneself that this is the same actor who has enchanted us in a rich and varied gallery of comical eccentrics in the famous Ealing comedies. And just when we are about to decide that he has done nothing more impressive in the serious line, we remember his stricken and tortured Cardinal in 'The Prisoner,' both as play and film. Nothing could be finer than that. But the present rôle and film will have a far more popular appeal."

(James Donald), a much younger man who ventures to point out that the new bridge need not be too first-rate nor too punctually erected. "You are a very good doctor, but you will never understand soldiering," says the colonel with a forbearing smile.

Then there is a long, less haunting, but quite necessary episode—or, rather, divagation—concerning Shears, an American prisoner in the camp (William Holden), whom we first see as an amused and detached philosopher acting as combined sick-bay attendant and general grave-digger-cum-padre. Shears manages to escape where escape, because of the deathly jungle, is practically impossible. Yet with fantastic luck he reaches Ceylon. Whereupon his luck turns and he is seized upon by some British Commandos (breezily led by Jack Hawkins and André Morell) as being the very man to guide them to the River Kwai and blow up the confounded bridge which some benighted British prisoners have been forced to build against their will! It is an indication of the film's richness that I have said nothing about Mr. Lean's brilliantly sustained direction, about the four exquisite Siamese girls who act as bearers in the relieving expedition, and about Geoffrey Horne's very moving study of a young Canadian with "craven scruples" about killing.

The film's breathlessly delayed climax is far too exciting to be given away to any reader who may now be determined to see this film. On the other hand, any reader who is too squeamish to want to see this blasting and utterly unsentimental account of things as they happened in the Middle East a dozen years ago does not deserve any further divulgement. Let me only reveal that the last words are uttered by the young M.O., appalled at the horror and nauseated by his Colonel's stubborn, though intensely principled



"IAN CARMICHAEL UPROARIOUSLY FUNNY AS A NEW-STYLE UNIVERSITY LECTURER": "LUCKY JIM"—A SCENE FROM THE NEW BOULTING BROTHERS' COMEDY, WITH JIM DIXON (IAN CARMICHAEL; LEFT) AND PROFESSOR WELCH (HUGH GRIFFITH). (LONDON PREMIERE: GAUMONT, HAYMARKET, SEPT. 26.)



"TONY RANDALL, LOOKING LIKE A RUEFUL MACAW": A SCENE FROM "OH! FOR A MAN!", WITH ROCK HUNTER (TONY RANDALL) AND RITA MARLOWE (JAYNE MANSFIELD). THIS 20TH CENTURY-FOX COMEDY WAS PRODUCED AND DIRECTED BY FRANK TASHLIN. (LONDON PREMIERE: CARLTON, HAYMARKET, SEPTEMBER 26.)

labour alongside them. The Japanese officer who speaks English—having once spent three years in London—observes that this is war and not a game of cricket; and when the English one tries to parley further he finds himself struck across the face with a switch while his Geneva manual flies through the air and falls into the sun-baked dust. The massed men behind him let out a loud community-snarl. But there is nothing they can do without foolhardiness, since they are surrounded with Japanese guards at the ready.

Other haunting episodes are concerned with the torture and degradation of the British officers, the privations of the men, the erection of a ramshackle bridge which collapses long before it is complete, and the eventual determination of the

considerations, the Japanese colonel will, according to his own conventions, be obliged to commit suicide if his bridge is not in practicable order by a certain date. The clash between these two men, both in their ways highly intelligent, is extremely well conveyed. But no less effective and significant is the clash between Nicholson and his M.O.

pride; and that those last words are an indictment of war as complete as that at the end of "All Quiet on the Western Front." They consist simply of the word "Madness!" several times repeated.

The two comedies I meant to deal with give us Ian Carmichael uproariously funny as a new-style university lecturer, and Tony Randall uproariously rueful as a young man who is drawn against his will into the TV advertising of a lipstick. The lips are those of Jayne Mansfield, who "squeaks and gibbers" as the Roman corpses did in "Julius Caesar," but who is otherwise very much alive and excessively remote from Shakespeare. Both these films seem to me to have been distinctly over-praised. But "The Bridge on the River Kwai" is above praise.

OTHER CURRENT FILMS.

"MAN OF A THOUSAND FACES" (Generally Released; October 14).—James Cagney recounts the Protean film-career of the late Lon Chaney. Often impressive and occasionally horrifying.

"HIGH FLIGHT" (Generally Released; October 14).—Heroism in mid-air with Ray Milland, Anthony Newley, and Kenneth Haigh as the high-fliers.

"THE PRINCE AND THE SHOWGIRL" (Generally Released; October 14).—A witty film-adaptation of Terence Rattigan's "The Sleeping Prince," with none other than Marilyn Monroe and none other than Sir Laurence Olivier.



A DINOSAUR'S NURSERY OF 130,000,000 YEARS AGO: STAGES IN THE HATCHING PROCESS AND (INSET) THE ARRANGEMENT OF THE EGGS RECONSTRUCTED FROM DISCOVERIES MADE IN MONGOLIA, IN THE GOBI DESERT.

In this drawing, our artist, Mr. Neave Parker, has captured a lively moment in a dinosaurian nursery of 130,000,000 years ago. It was in the early '20's of this century that an American museum expedition to Mongolia, under the leadership of Roy Chapman Andrews, found a remarkable series of small dinosaurs with large and crested skulls and with beaked snouts. These animals—the adults were 7 ft. long—were themselves interesting for the relationship which they bore to many much larger dinosaurs from younger deposits of the United States and Canada. But the excitement did not end there, for nests of eggs, with apparently complete clutches, and isolated eggs were also discovered. Many of these eggs had been broken and the youngsters hatched, but others exhibited several stages in the

development of *Protoceratops*, as the crested dinosaur had been named. Like other reptile eggs, those of the dinosaurs were laid in a sandy nest, where they were incubated by the natural warmth of the soil and the sun. When this happened some of the little animals would be free almost at once, but others would have to fight their way through the superimposed sand. Several stages in this process are shown here. The inset drawing shows the arrangement of the eggs which appears to have been common in *Protoceratops* nests. Not all dinosaur eggs in Mongolia, or elsewhere, attained the successful conclusion of those shown in this drawing, for some dinosaurs were strongly attracted to eggs and robbed nests whenever the opportunity occurred, and devoured the eggs.

Drawn by our Special Artist, Neave Parker, F.R.S.A., with the co-operation of Dr. W. E. Swinton.

NOTES FOR THE NOVEL-READER.

THE CHOICE OF THE WEEK.

IT is a grave and afflicting handicap to be discussing a novelist whose books one can scarcely tell apart; as there must be some variation, it argues obtuseness to the fine shades, as well as paralysing one's judgment in the given instance. Usually one has no special reaction to it—the latest novel seems neither better nor worse, but just another; and at the odd times, anything special one may feel is nothing to go by. "A Father and His Fate," by I. Compton-Burnett (Gollancz; 13s. 6d.), was for me an odd time; I thought it distinctly funnier, fiercer, more humane and more enjoyable than the average. But it would be cheating for me to play the connoisseur and say that it is.

Certainly there is no change in the framework. A timeless, possibly Victorian country house: the "other house," to stir matters up: around, the void: between, a kind of jack-in-the-box shuttle traffic: indoors, a monster or two making speeches, and a clutter of children and dependants exchanging epigrams—all in an idiom as stilted and monochromatic as the events are *outré*. Here, the "antic" of the big house is Miles Mowbray, a kind of spiritual Mr. Turveydrop, with a wife, three daughters, and a resident nephew, heir to his estate, and eldest son to the other antic, Eliza—one of the breed of martyred tartars. Miles and his wife Ellen (evidently a sterling type) have to "cross the seas" on family business; and simultaneously, Eliza takes in the orphan daughter of an old friend. This Verena acts as the catalyst. She begins by getting engaged to the nephew, Malcolm. The travellers are shipwrecked; and Miles reappears on the scene, a broken widower. He is sixty-four, and in no time is about to marry the twenty-year-old Verena, over the dead bodies of his recently dear, good girls. Then the girls learn that their mother was saved, and is lurking in the next village on subsidies from an unknown benefactor. They break the news. Verena fiercely maintains that it shouldn't count; Miles, however, goes through a sad but lightning transformation into the forlorn husband, waking from a dream. *Au fond*, there was no Verena chapter; and now she will take her place among them as Malcolm's wife. . . . In a Compton-Burnett story, it can be done. Yet he was wrong to insist; for she takes the lower place with resentment, and happens to know something exceedingly to his disadvantage. . . .

Nor is that the final exposure. It is Miles's rôle to endure one after another, each more flagrant than the last, and outface them all. Not calmly—but with snappish and goaded obstinacy, in sweat and desperation. Miles (I felt) is more human than usual. Verena has more passion than usual. And perhaps the usual comedy is enhanced.

OTHER FICTION.

"The Silken Ladder," by Jean-Louis Curtis (Secker and Warburg; 12s. 6d.), also affects a formal style, though here the archaism is literary and not eccentric. It is a short story about love, very French and dead serious. During the Occupation, the narrator knew a young girl called Anne, and had a glimpse of her friend Gerard, whom he disliked as haughty. After the war, he and Anne happen to meet again in Rome. She is now engaged to Gerard. But she is never to marry Gerard. She is killed in an accident; the narrator publishes her story, slightly disguised, and Gerard retorts from America with *his* version. Not an unfamiliar theme; but it gets a strange hold on one, and the love-affair is really idyllic.

"Stopover Tokyo," by John P. Marquand (Collins; 12s. 6d.), is an intelligence thriller with a difference. The American agent Jack Rhyce is heading for Tokyo in the guise of a do-gooder—ostensibly, to survey the do-gooder activities of the Asia Friendship League: really, on the trail of Communist plots. *En route*, he is joined by a fellow-agent, Ruth Bogart. They fall unwisely unprofessionally in love . . . and so on; as so often before. The unique, but great difference is Mr. Marquand. And it is chiefly a question of pace and trend. In spite of the brilliant "cover-dialogue," with do-gooders talking like greeting-card salesmen, and the neat little interpolations of Mr. Moto, the focus is not on thrills—but on the Japanese scene, the strain and weariness of the "business," the lovers' nostalgia for "outside." and ample.

"Double Doom," by Josephine Bell (Hodder and Stoughton; 12s. 6d.), tastes more like a crime novel than a detective story. First, we have a *Times* obituary notice: two elderly twins have died "suddenly"—and simultaneously—at Farthing-on-Hone. Which would be strange, if true; in reality, one has died of gas poisoning at his home, while the other is in hospital with a hæmorrhage and likely to live. Again strangely, he doesn't live. . . . And so we shift to the Marsden House setup: an old, blind stepmother, her middle-aged daughter who is simple, her faithful attendant of twenty years. . . . The sudden deaths were both murder; but though there is a detective problem, we feel it to be embedded, or latent, in the house and neighbourhood. An odd *milieu*; an unusual success.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

OPENING the last chess congress at Bognor Regis, the president of the British Chess Federation, Sir Clarence Sadd, said: "There has never been a woman chess champion. With her instinctive intuition a woman knows that chess is a frivolous waste of time which keeps men from paying due attention to her charm."

The news of the first International Team Championship for Women, which concluded a few weeks ago at Emmen, Holland, leads my thoughts to the subject of women in chess. England's team finished in seventh place behind the U.S.S.R., Rumania, East Germany, Hungary, Bulgaria and Yugoslavia, but ahead of Western Germany, Holland, the U.S.A., Czechoslovakia, Poland, Denmark and eight other nations. This is almost exactly the sort of rating our men's team has recently attained in its own sphere.

Mrs. Elaine Pritchard, last year's British Lady Champion, led our team with such distinction as to qualify, with a score of over 55 per cent., for the title of Woman International Chess Master. (How I remember the discussions in the International Chess Federation when this title was instituted a few years ago, and the many alternative wordings we tried out; for instance the first phrase which came to mind "International Chess Mistress" didn't sound right in any language!) As Elaine Saunders, Mrs. Pritchard hit the headlines at the age of eight, by drawing with Dr. Alekhine in a simultaneous display. She was British Girl Champion at eleven.

Even Elaine Pritchard would have a hard task to finish far from the tail end of the average British Championship tournament, and in the last official British ranking she was graded "4a" with eighty-six men above, and another fifty-three equal with her.

On the face of it, chess has always seemed to me an ideal game for ladies. From the earliest times they have penetrated into legend about the game. Dilaram saved her gambling Caliph lord and master by seeing a move he had missed when, having wagered and lost his lands and his Caliphate, he had finally wagered her. Miranda and Ferdinand mix chess and love in "The Tempest."

When it comes to hard competitive play, however, the ladies just fade away; not only in quality but in numbers; the average club of, say, forty members rarely numbers more than two or three, though they are almost invariably welcomed on equal terms.

Is Sir Clarence Sadd right: are they held back by some psychological quirk, rather than absence of skill? One drawback, of course, is the overbearing male attitude towards the weaker sex—an attitude which develops very young. Watching my daughter Peggy in her first games in mixed junior tournaments was an eye-opener. If it became obvious that she was beating a boy opponent, he would squirm in his chair and begin to show every symptom of acute distress. When he had to resign (or sometimes long before he had to resign) he would find obvious difficulty in preserving a gentlemanly demeanour at all, and from his fellow male competitors would come a barrage of banter which would pursue him until (the usual sequel) he fled red-faced from the hall.

On the rare occasions that ladies have entered for the British Championship (as distinct from the separate Ladies' Championship) they have always disappointed; I am convinced that this has been largely due to the fact that their opponents have tried just twice as hard against them, as against opponents of their own sex.

We must not keep our lady players firmly under our heels—then be disappointed that they do not develop into Amazons!

Between East and West, anyway, as we have seen, the balance between the sexes is much the same. Indeed, our ladies acquitted themselves with exceptional distinction at Emmen when it is borne in mind that (as Elaine herself reported to me) the Communist teams were organised on the now traditional power system, with male non-playing team-captains, analysts and "seconds" haunting the playing arena, noting every move played; no doubt, analysing the methods of all the other teams, planning openings against them and in general leaving the players themselves the unavoidable minimum of personal responsibility.

Beautifully deliberate

BOOKS OF THE DAY.

TRAVEL BOOKS AND ENTERTAINING ARCHÆOLOGY.

TRAVEL books of their very nature are active not static things. You travel hopefully, but you arrive at one place in their pages only to start off for yet another journey.

In "Tomorrow is Manana," by Shirley Deane (Murray; 18s.), all the travelling is done in the first few pages when Mrs. Deane and her husband and small boy after "taking local buses 100 miles in this direction, 100 miles in that, peering appraisingly at the harsh, exciting landscape," finally settled on the village of Pueblo, in Andalusia, there to make their home. This is an enchanting story which reminds me of those delightful books about Provence by (was it?) Mrs. Fortescue which so charmed me before the war. They found their house "right on the edge of the cliff, overlooking the square. A marvellous little house, under repair, rising from the ruins of an old Moorish fort." Fruit, they were informed, was cheap, there were fresh fish in the sea, wine was 2s. 6d. a gallon "half the price of petrol and much nicer." There were no hotels, no pensions and no tourists. You would not have thought that a small village in Andalusia and its, to the urban, unimportant doings could have made a 200-page book. Yet such is the skill of Mrs. Deane that there is, to use a modern expression, never a dull moment.

The Andalusians are vital, pleasure-loving and leisure-loving and admirable material for a keen eye and a lively pen. Like all Spaniards they are instinct with the best sort of pride. Take Concepcion, who used to come and work part time for the Deanes and take food home to her children. A mayoral edict laid it down that nobody who, like her husband, worked in the factory, could earn money on the side nor could any member of their family. Mrs. Deane comforted Concepcion by saying that they would continue to save food for her if she could send her children after dark for it. "Concepcion stopped crying and sat up with a jerk, wet eyes blazing with fury. 'Eat food I haven't worked for?' she protested. 'Do you take me for a beggar?'"

As Mrs. Deane points out, in any Andalusian village with their husbands at work all day and in the bars most of the night, Andalusian women have little male companionship. And a woman will make a confidant out of her brothers, not her husband. This has the curious effect of changing, under the censorship, particularly in American films, presumed adultery into presumed incest—for the lovers become "brother" and "sister." The censorship is very strict, "Once I saw a film where the hero made a bold suggestion to the heroine, and while her American head on the screen nodded a happy assent, her Spanish voice said 'No!'"

Not the least charming character in the book is Hermosa, the enormous cook-housekeeper, who engaged them rather than vice versa—announcing that she was "coming to live with them." A little overwhelmed by this attack, the Deanes asked her why she wished to come to strangers: she roared with laughter and said, "I know you; your hearts are in your faces." A charming and rewarding book.

"The Cactus of Love," by Karl Eskelund (Alvin Redman; 25s.), is by one of the best-known Scandinavian travel writers. With his Chinese wife he travelled through Mexico, and he paints a vivid and friendly picture of what must be a vivid and friendly country.

Naturally there is a lot of history, particularly the history of the Conquistadores. The Spaniards both succeeded and failed in the New World. They succeeded, in that they were able effectively to conquer it with tiny forces! They failed because, as a result of a mixture of cruelty, rapacity and treachery, they alienated the Indians and thereby laid the foundations of their downfall.

Hr. Karl Eskelund has the natural capacity of a good travel writer in entering sympathetically into the spirit of the people of the countries in which he travels—and his description of his one and only experience of marijuana is terrifying.

Mexico appears again in the form of Chichen-Itza in Yucatan where Mr. Leonard Cottrell, the author of "Lost Cities" (Robert Hale; 18s.), describes for us the secret well down which the most beautiful Maya maiden in the land was thrown as a sacrifice to the Rain God. Some of the more famous "lost cities" such as Thebes, Palmyra,

Mycenæ, Knossos, Mr. Cottrell leaves because he has already dealt with them in his earlier books. However, we have Babylon, Nineveh, Ur of the Chaldees and Hattusas, that most interesting capital of the vanished Hittite empire. Pompeii, of course, is a natural and for me will never cease to hold an unending fascination. Mr. Cottrell has something here for everyone and once more he has given me personally very considerable pleasure.

One of the oddest guidebooks I have encountered for a long time is "The Men's Guide to Europe" (Newman Neame Ltd.; 25s.), edited by Eugene Fodor and Frederic Rockwell. It is enormous, comprehensive and very often highly amusing. In the chapter on shopping (and dealing with Ireland) Mr. Fodor writes, "For the male visitor Ireland spells, naturally, Irish whisky." For Mr. Fodor's benefit Irish *whiskey* spells nothing of the sort!

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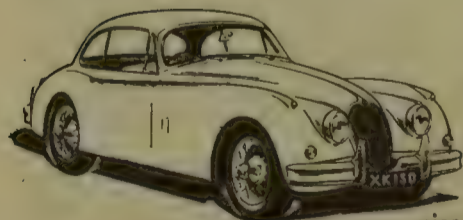


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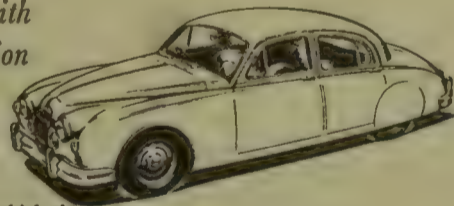
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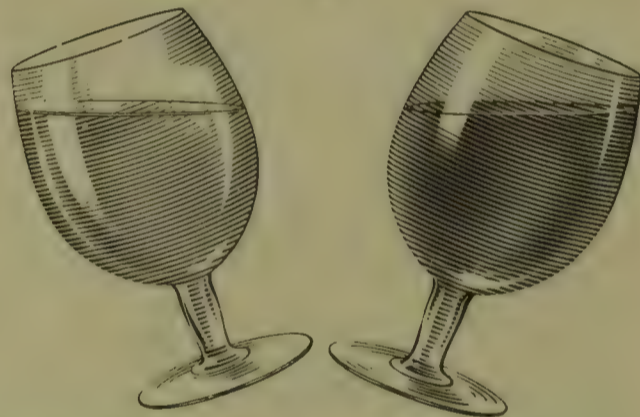
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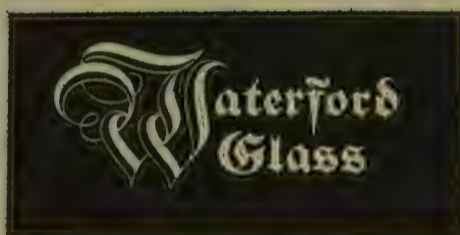
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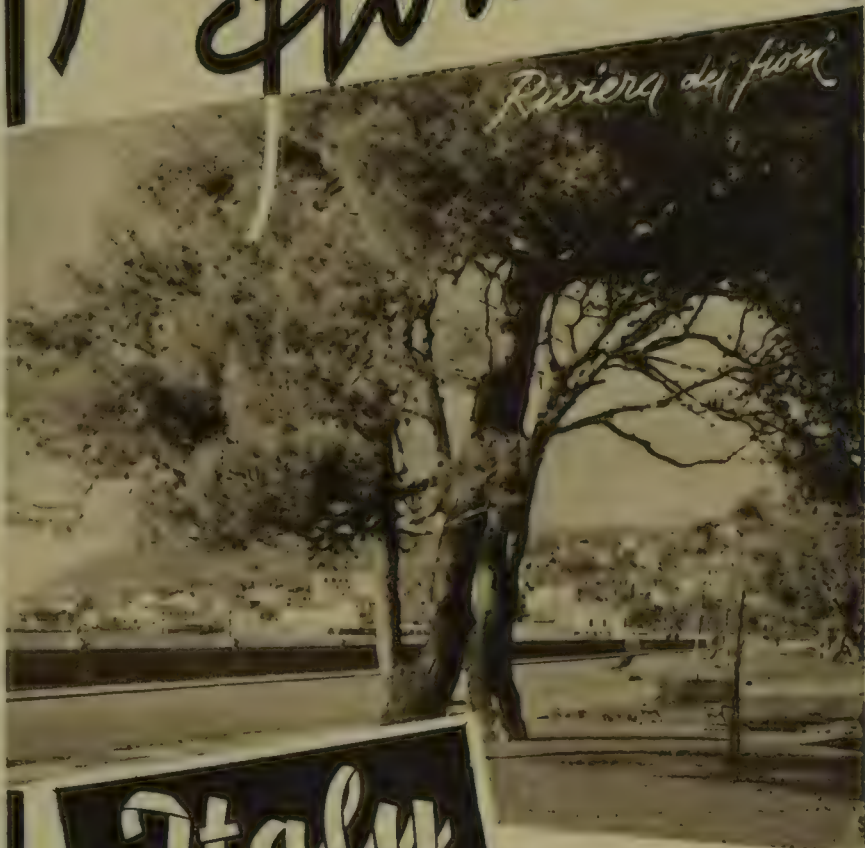
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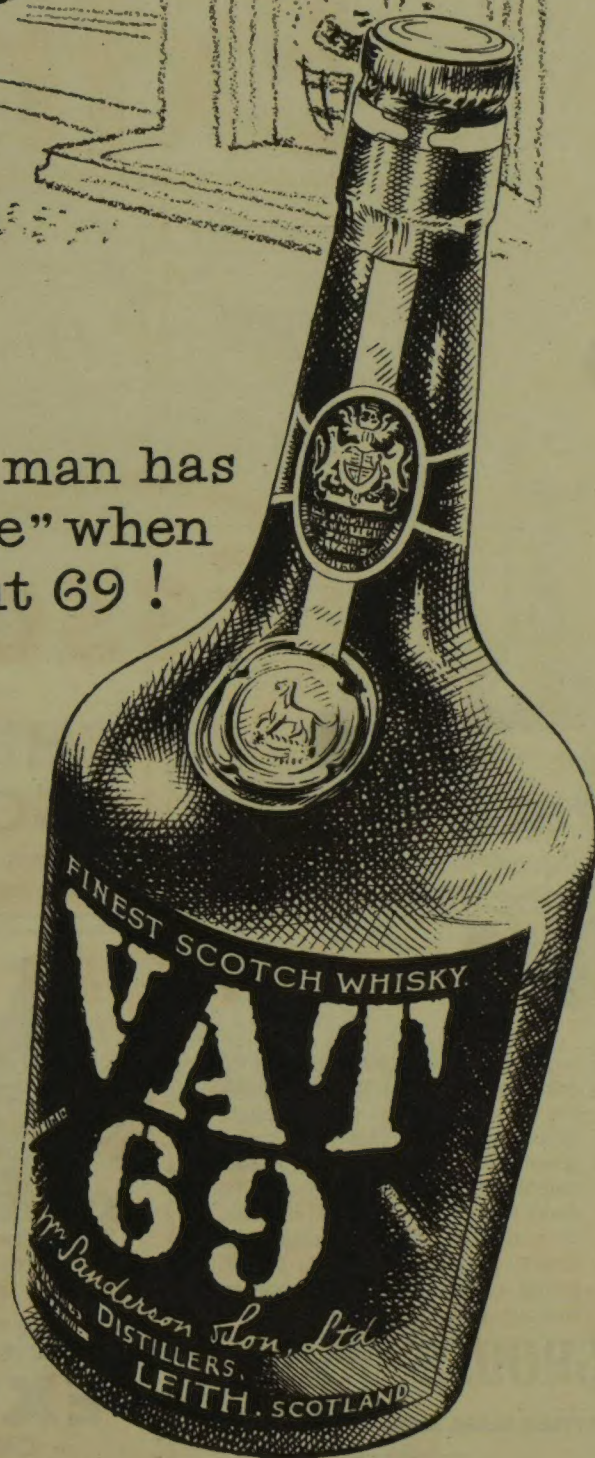
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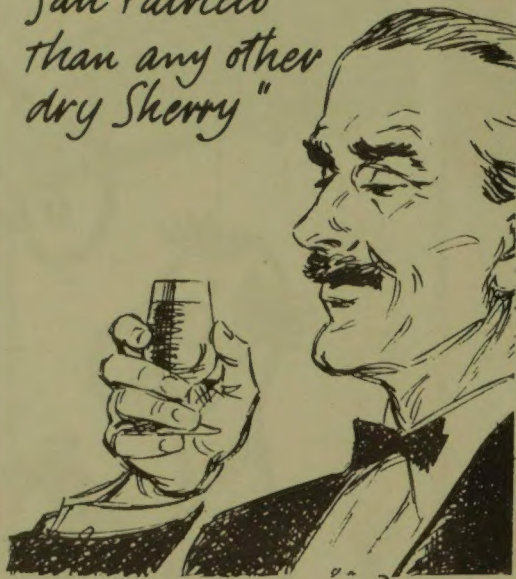
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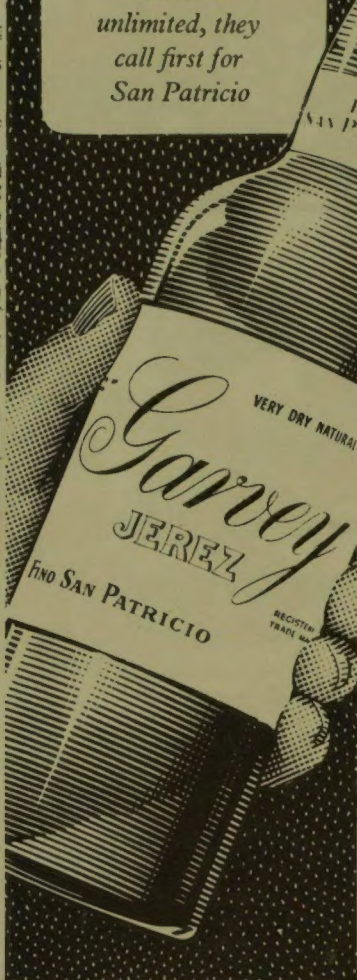


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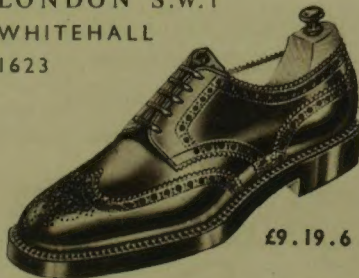
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Shell guide to OCTOBER trees

PAINTED BY S. R. BADMIN, R.W.S.



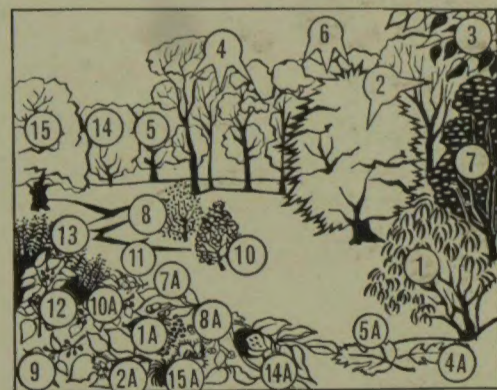
This is the Elderberry Month—purple-black berries sagging from each low ELDER (1 and 1A)—and the month of the great BEECHES (2) changing to gold.

The GEAN or WILD CHERRY (3) breaks into flame. Two North American trees giving us colour are the SCARLET OAK (4 and 4A) and SILVER MAPLE (5 and 5A)—leaves silver backed. Our own COMMON OAKS (6) are still reluctant to turn.

The WHITEBEAM has red "apples", sometimes sweet enough to be edible when they soften (7 and 7A). Wiser not to eat fruits of the SPINDLE-TREE (8 and 8A), so brilliant in their pink cases—they were medieval purgatives. So were the

fruits of the softly spiny BUCKTHORN (9) a spineless ALDER BUCKTHORN (10 and 10A). The SEA BUCKTHORN, no relation, very spiny, growing less commonly on sand-dunes, has exquisite orange fruits and grey leaves (11). DOGWOOD makes up for dull berries by the splendour of its red stems (12). Berries of the native PRIVET (13) are prettier than reputation allows.

The WALNUT TREE now drops its nuts, their green cases staining to black (14 and 14A). Prickly-cased chestnuts patter through leaves of the SWEET CHESTNUT (15 and 15A); and the BEECHES, once more, rain their hard beech-mast to the ground (2 and 2A).



Shell's series of monthly "NATURE STUDIES: Fossils, Insects and Reptiles", which gave so many people pleasure last year, is published in book form by Phoenix House Ltd. at 7s. The Shell Guide to "Flowers of the Countryside" and Shell's "NATURE STUDIES: Birds and Beasts" are also available at 7s. each. On sale at bookshops and bookstalls.

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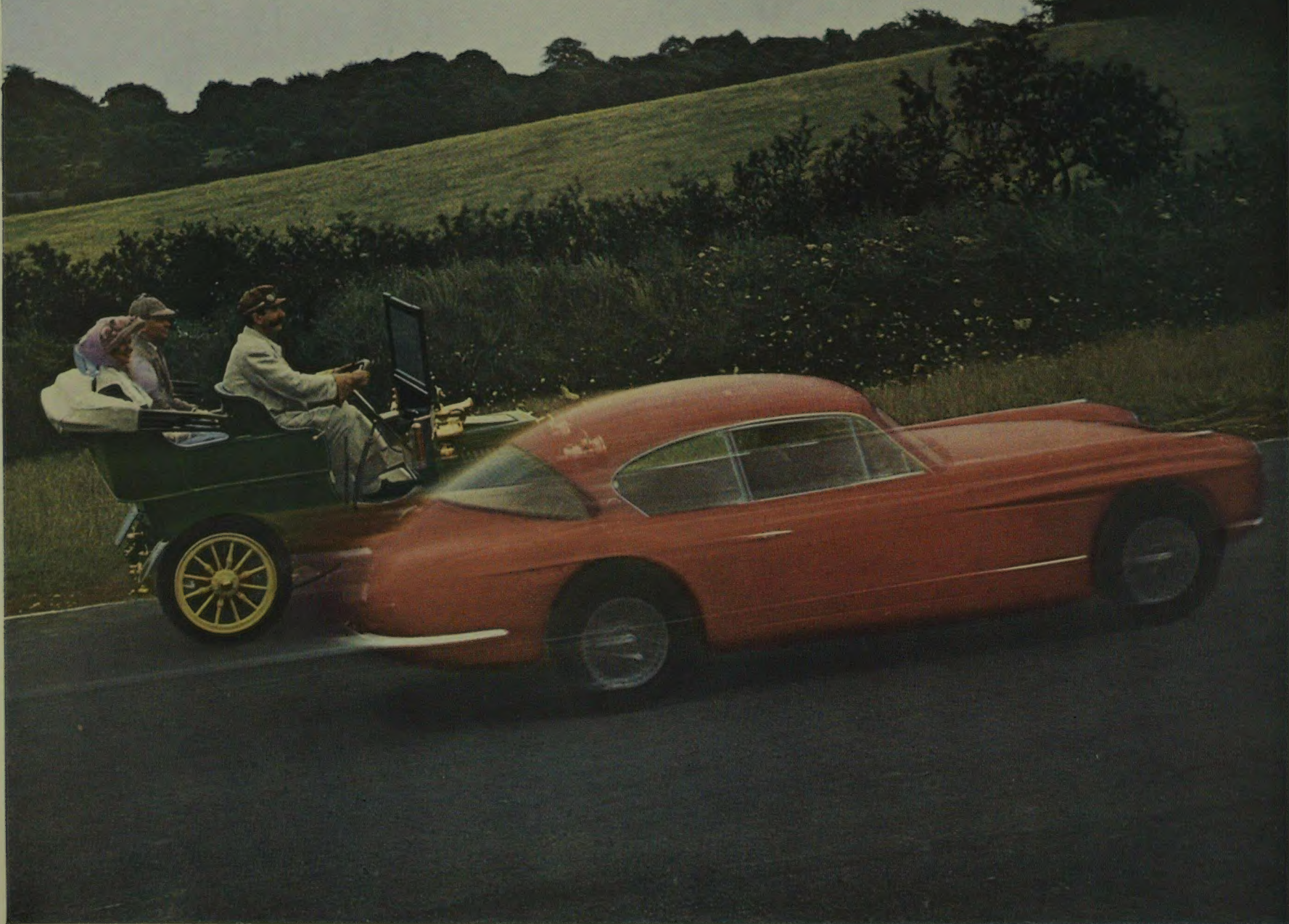
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Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly at the Office, Ingram House, 195-198, Strand, London, W.C.2. Saturday, October 19, 1957.
Registered as a Newspaper for transmission in the United Kingdom and to Canada by Magazine Post. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903. Agents for Australasia: Gordon and Gotch, Ltd. Branches: Melbourne, Sydney, Brisbane, Adelaide and Perth, W.A.; Christchurch, Wellington, Auckland and Dunedin, N.Z.; Launceston and Hobart, Tasmania.